

Section 3.1

Aesthetics and Visual Resources

SECTION SUMMARY

This section presents the existing aesthetics and visual resources associated with the project site and discusses potential impacts from the proposed project. An analysis of potential impacts to aesthetics and visual resources associated with the alternatives is detailed in Chapter 4 Analysis of Alternatives.

Section 3.1 Aesthetics and Visual Resources provides the following:

- A description of existing aesthetics and visual resources in the project site and immediate area;
- A discussion of the methodology and thresholds used to determine whether the proposed project would result in a significant impact to aesthetics and visual resources;
- An analysis of the aesthetics and visual resources impacts that would result from the proposed project;
- A description of any Conditions of Approval that the City would impose, along with mitigation measures proposed to reduce any significant impacts;
- A summary of residual impacts (i.e., impacts remaining after mitigation), if applicable;
- An analysis of potential cumulative aesthetics and visual resources impacts;
- A summary of aesthetics and visual resources impact determinations associated with the proposed project, cumulative growth, and mitigation measures; and
- A description of significant unavoidable impacts associated with aesthetics and visual resources, if any.

Key Points of Section 3.1:

Based on an assessment of seven Key Observation Views, designated local valued views of primary visual resource, the harbor and Santa Monica Bay/Pacific Ocean would not be substantially blocked, diminished, or altered as a result of the proposed project. During construction, construction activities and equipment would be largely obscured by construction fencing, although taller equipment and some activities would be visible from the Key Observation views. This would be temporary and would not result in a substantial adverse effect on a designated local valued view. Therefore, construction would not have a substantial adverse effect on the designated local valued view.

While from some locations, views of the harbor and Santa Monica Bay/Pacific Ocean would be diminished, the proposed project would also result in new opportunities for viewing the ocean, including the opening of Seaside Lagoon, the new Pacific Avenue Reconnection and the new main street in the northern portion of the project. There would also be viewing corridors and open space with water viewing opportunities; therefore, operation of the proposed project would not have a substantial adverse effect on a designated local valued view.

The existing visual character of the project site is coastal commercial and recreation. During project construction, the visual character and quality of the site would be degraded as a result of site demolition and

construction activities and the on-site presence of construction equipment; however, this would be temporary and would not substantially degrade the existing visual character or quality of the site and its surroundings.

Under operation of the proposed project, although the changes to the visual quality of the site would be noticeable, the addition of new design elements and improved public spaces will enhance the visual quality of the site. Further, the visual character of the site would remain as coastal commercial and recreation. The proposed project would not substantially degrade the visual character or quality of the project site and the impact would be less than significant.

Construction work associated with the proposed project would typically be performed during daytime hours. Although not proposed on a regular basis, should construction be required (e.g., to perform utility connections) during nighttime hours, it would be performed in accordance with the Redondo Beach Municipal Code (RBMC) (Section 4-24.701), which requires an afterhours construction permit. Nighttime construction activities, should they occur, would involve the use of on-site lighting. The lighting would include floodlights focused on the work area and not onto adjoining properties and would be limited in duration (short-term), and thus would not create a new source of substantial light that would adversely affect nighttime; hence, impacts would be less than significant.

In accordance with the RBMC Section 10-2.1706(c) requirements for non-residential off-street parking area and parking structures, the light source will not be visible from the street or surrounding residential properties and the lighting will be reflected away from adjacent residential premises. Similar to the Harbor Commission Design Review, the City's Coastal Development Permit applications also require submittal of information associated with exterior lighting. Therefore, lighting associated with the proposed project would be required to illuminate the project site and be reflected away from adjacent residential premises and streets. Although the lighting would continue to contribute to the overall ambient glow of the area, light spillover from the project site would not be allowed to occur. The City is also proposing the following Condition of Approval as part of its Conditional Use Permit procedures:

COA AES-1: Lighting

Lighting at the project site would consist of various types of light sources, including light emitting diodes (LEDs), aimed or shielded in such a manner as to limit light trespass, direct the visual impact of the display to the appropriate audience, and direct light away from adjacent residential premises. The lighting and signage plans associated with the proposed project shall be subject to review and approval through the City's Harbor Commission Design Review process.

Glare during construction can be caused by unshielded or misdirected lighting sources, or by the existence of reflective surfaces (such as polished metal). Possible sources of daytime glare during construction include the equipment used; however, construction equipment is painted and is typically not glare inducing. In addition, a majority of the adjacent uses to the project site either is above the level of the project site or would be shielded from the project site by a fence that would screen the construction area. Therefore, construction of the proposed project would not create a new source of substantial glare in the area, and construction impacts would be less than significant.

Glare associated with operation results from development and associated parking areas that contain reflective materials such as glass and highly polished surfaces. The existing sources of daytime glare on the project site are from façade windows, car mirrors and windshields (mostly from the large surface parking lot in the northern portion of the project site), and the water (which have a transitory glare condition from certain perspectives during the day). The proposed project would greatly reduce the amount of surface parking,

thereby reducing one existing source of glare. Under the proposed project, the majority of vehicles would be parked in the new parking structures and largely shielded from view. The new surface parking would be shielded by buildings and landscaping. The existing buildings would be replaced with new structures; the new construction would include the use of many non-reflective building materials, such as wood, cement, plaster, brick, concrete, non-polished metal, and non-mirrored glass. As such, operation of the proposed project would not incorporate substantial amounts of reflective building materials in areas that are highly visible to off-site glare-sensitive uses. In addition, landscaping, structures, and design features (i.e., decorative screening on the parking structures), as well as the project site's elevation that is lower than many of the surrounding residential properties, would screen automobile headlights from cars using the project site. Thus, the headlights would not be anticipated to shine directly into adjacent light-sensitive uses (i.e., hotel and residential uses). Therefore, proposed project impacts related to glare would be less than significant. In addition, the implementation of the proposed project would include architectural design plans (including details on elevations of all sides of structures, color, materials, textures, ornaments, or other architectural features) subject to review and approval through the City's Harbor Commission Design Review process. The City is also proposing the following Condition of Approval as part of its Conditional Use Permit procedures:

COA AES-2: Glare

All buildings, parking structures, and signage within the project site shall be prohibited from using large expanses of reflective materials such as mirrored glass in exterior façades. Buildings and structure façades shall primarily make use of textured and other non-reflective materials, such as, but not limited to wood, cement, plaster, brick, concrete, non-polished metal and non-mirrored glass.

In addition, methods such as screening and architectural design shall be incorporated into the new parking structures to prevent automobile headlights from shining directly into adjacent light-sensitive uses (e.g., hotels and residential uses).

The architectural design and plans for the proposed project, which include the materials and textures proposed for the buildings and structures, shall be subject to review and approval through the City's Harbor Commission Design Review process.

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3.1.1 Introduction

This section addresses existing visual conditions within and adjacent to the project site, such as scenic vistas, visual character and quality, and light and glare. Natural and constructed structures also encompass the visual environment, as discussed herein. This section also focuses on the potential for adverse changes in the visual environment and the viewer's experience that could result from the development of the proposed project. Detailed visual simulations are provided for this analysis. Potential impacts of light and glare associated with the proposed project are also addressed.

Impacts to scenic resources (e.g. rock outcroppings) were determined to be less than significant in the Initial Study. Additional information on this issue is provided in the Initial Study, which is included in Appendix A of this Draft EIR.

3.1.2 Environmental Setting

3.1.2.1 Visual Definitions

3.1.2.1.1 Visual Character and Visual Quality

Visual conditions refers to the visual character and visual quality of a particular area, such as design, size, shape, color, texture, and general composition of major physical features, as well as the relationships between these elements. In general, visual features often consist of unique or prominent natural landmarks (e.g., mountain peaks and hills, bodies of water, stands of trees) or man-made/urban attributes (e.g., individual buildings, public art, or the downtown skyline) that are visually interesting or appealing. Visual character refers to the physical characteristics such as landforms, architecture and other distinguishing visual features, while visual quality is associated with a viewer's perception of the physical characteristics and can contribute to the viewer's visual experience and appreciative enjoyment of the environment.

The existing visual conditions at and near the project site were identified based on field reconnaissance, photographs taken from on- and off-site vantage points, and aerial photographs. Visual character is described for individual areas within and adjacent to the project site, and visual quality can be assessed as high, moderate and low, as described below:

- High – Areas must be vivid, memorable, distinctive, unique (in a positive way), and intact—they can be natural, park-like, or urban (with urban areas displaying strong and consistent and or/notable architectural and urban design features).
- Moderate – Areas are generally pleasant appearing but are characterized as common or ordinary and might lack dramatic or memorable features.
- Low – Areas may be visually out of place, lack visual coherence, do not have compositional harmony, and contain eyesore elements.

Viewer Groups and Sensitivity

The project site and immediate vicinity are visible to a wide variety of people (viewers). Described in detailed below, viewer groups at the project site and immediate vicinity include residents, visitors, recreation users, motorists, and employees and patrons of businesses. Viewers can be categorized as having low, average, or high sensitivity to changes in the viewed environment. Viewer sensitivity is defined by how they perceive the visual environment and what they find important. High sensitivity represents viewers who highly

value a particular view, and low sensitivity represents viewers who do not regard the visual setting as important to their activities. The visual quality of an area can indicate how responsive an area's most sensitive viewers would likely be to changes in the visual environment. For example, viewers with high sensitivity in areas that are categorized as having high visual quality would be expected to react more to changes in the visual environment than they would in areas that have medium or low visual quality. Viewer sensitivity is strongly influenced by what the viewer is doing; awareness of his or her surroundings; the values, expectations, and the interests they may have; and the amount of time spent looking at a view. In addition, the visual quality of an area can directly affect viewer sensitivity. In an area with low visual quality, it is unlikely that any viewers will have a high level of sensitivity. In an area with high visual quality, such as a spectacular view, a person who does not regularly see the view may still place a high value on the view.

Recreational viewers include users of the local parks (i.e., Czuleger Park, Seaside Lagoon, and Veterans Park), the County Beach, King Harbor, Redondo Beach Marina, Horseshoe and Monstad Piers, and bike paths. They are characterized as having moderate viewer sensitivity because they tend to experience the natural and built surroundings as a secondary feature of other nearby activities. To this viewer group, views may be of secondary importance or common to the local setting. However, some recreational viewers may come to the project area largely or in part because of the views afforded from the site for activities such as walking, photography, or waterfront dining. To this subset of viewers, views may be highly sensitive.

Motorist viewers include drivers and vehicle occupants on local roadways, primarily Harbor Drive, Pacific Avenue, Catalina Avenue, Village Drive, and Torrance Boulevard. Motorists are characterized as having moderately low sensitivity because they are focusing on features (i.e., traffic and road signs) other than the surrounding landscape. At standard roadway speeds, views are of short duration and generally fleeting.

Employees of businesses are typically more attentive to daily operations associated with their businesses, as opposed to the surrounding landscape. They may value a pleasant visual setting but are not at a specific location for the purpose of enjoying the scenery or visual quality of the establishments in which they work. Therefore, this viewer group is rated as having a low sensitivity. Similarly, patrons of businesses in the project site may be more attentive to operations associated with the business they are visiting and may not be at a business for the purposes of enjoying the scenery; however, some businesses in the project area are designed to capitalize on the available views to patrons (i.e., waterfront dining and harbor cruises); therefore, this viewer group is rated as having moderately high sensitivity.

3.1.2.2 Regional Setting

The project site is located within the City of Redondo Beach (City), which is a South Bay coastal community at the southern terminus of Santa Monica Bay, north of the Palos Verdes Hills, and southwest of the Los Angeles International Airport. The area surrounding the project site is primarily urbanized in character, with a variety of commercial, industrial and residential development of varying densities, as well as parks and open space areas along the coast of Santa Monica Bay/Pacific Ocean. The harbor, ocean and the Palos Verdes Hills provide the predominant visual features in the area.

Below describes the existing setting in greater detail, including the visual quality and conditions surrounding and within the project site.

3.1.2.3 Existing Local Setting

3.1.2.3.1 Project Area Viewsheds and Visual Environment

The establishment of the visual environment at the project site is presented below by describing the visual resources and visual condition of the surroundings and the project site. Refer to Figures 3.1-1a through 3.1-1d for photographs of the existing surrounding visual environment.

Existing Visual Conditions

The project site comprises approximately 36-acres of the Redondo Beach harbor area. The entire harbor is comprised of approximately 150 acres of City-owned or managed land and water developed with a variety of commercial and recreational uses, including marinas, hotels, retail, restaurants, offices, beaches, and bicycle and pedestrian paths that extend from the northern City boundary with Hermosa Beach southward to Monstad Pier, and generally east of Harbor Drive (see Figure 2-1 in Chapter 2 Project Description). There is approximately 930,117 square feet of development within the Harbor-Pier Area (62.2 acres), not including the parking facilities. The harbor has been a focal point for the City since and before incorporation in 1892 and it is a valuable amenity and attraction for residents and visitors, as well as a key economic engine. The coastal location defines the visual character of the harbor, through both the proximity of the harbor and ocean and predominance of uses and activities directly associated with water-oriented recreation and tourism. While the development surrounding the harbor area includes taller buildings, including the AES Redondo Beach Power Plant (AES power plant) (ranging in height from 70 to 200 feet) and multi-story residential development, buildings within the harbor area are typically one- to two-stories, along with several three-story and taller hotels and apartments. Development in the area largely supports tourism and recreational uses (such as small shops and restaurants and support facilities for marinas), and capitalizes on views of the waters (such as waterfront dining and mid-rise residential development and hotels), although the area immediately north of the harbor area contains an industrial power plant, as shown in Figure 3.1-1a (lower left photo). The predominant features of the northern portion of the harbor area are the marinas, associated surface parking, and marina-related service facilities such as maintenance areas, boat hoists, and marina offices. The southern portion of the harbor area is more densely developed with tourist-oriented facilities such as shops and restaurants and water-craft rentals, as well as the large Pier Parking Structure and Pier Plaza office development.

To provide a visual context for the project site, the following is a description of the immediate surroundings of the project site, as well as a description of the existing character and quality of the project site.

Project Vicinity

The surroundings of the project site are largely dominated by the water-oriented recreation and tourism uses that define the harbor's visual character. The area is characterized by the view of the water (harbor and open ocean), which is available from public boardwalks and sidewalks near the water's edge, public beaches and piers, and public parks which provide higher elevation views.



Basin 2
(Photo Taken Near Seaside Lagoon)



Portofino Hotel and Marina
(Photo Taken Near Joe's Crab Shack)



Portofino Hotel and Marina Detached Conference Room
(Photo Taken Near Joe's Crab Shack)



Surface Parking with AES Power Plant in Background
(Photo Taken Near Seaside Lagoon)



Redondo Beach Hotel and AES Power Plant
(Photo Taken Near Northeast Corner of Project Site)



Commercial Uses
(Photo Taken Near Northeast Corner of the Project Site)

Source: CDM Smith, 2015



Immediately north of the project site across Portofino Way, the Port Royal and Portofino Marinas in Basin 2 of King Harbor are the dominant visual feature. The docks and recreational vessels are visible from locations near or adjacent to water, while views of the sailboat masts are also visible from a distance.

To the northwest is the Portofino Hotel and Marina, a three-story hotel and marina with associated surface parking and landscaping. There is a detached conference center and surface parking located immediately adjacent to (west of) Joe's Crab Shack (proposed boat ramp location).

Towards the northeast are surface parking and a small commercial building along Harbor Drive. The prominent visual feature in the northeast is the AES power plant, with its stacks and large Wyland Whaling Wall mural known as the 'Gray Whale Migration' (a 586-foot long by 95-foot high mural that faces toward Harbor Drive). The newly renovated three-story Redondo Beach Hotel is also located to the northeast on the east side of Harbor Drive. See Figure 3.1-1a for photographs of the surrounding uses to the north.

Immediately to the east of the northern portion of the project site is Harbor Drive, and the newly installed cycle track. Also to the east of the project site are the following uses, listed from north to south:

- Crowne Plaza Redondo Beach Hotel – a five-story u-shaped hotel which is “box-shaped” with a flat roof. Hotel room balconies, courtyard (within the “u” shape), and landscaping are primary visual features at the site.
- Harbor Center Project – a commercial center and parking garage connected to the Crowne Plaza Redondo Beach Hotel. The buildings have flat roofs that step down in elevation from Crowne Plaza Hotel.
- The Village/Seascape Apartments and Condominiums – multi-family residential units that vary from three-stories to five-stories on top of a parking level. The apartment and condominium development extends from Pacific Avenue to Torrance Boulevard, with the portion located in closest proximity to the project site consisting of approximately 10 mid-rise (three to four-story) buildings that sit on a bluff 20 to 60 feet above the International Boardwalk and southern portion of the project site. The Village/Seascape Apartments and Condominiums development is visually characterized by multiple mid-rise buildings of varying design and an abundance of well-groomed mature landscaping with a resort-style or vacation-type atmosphere. The layout of this residential community is maze-like but congruently urban, common of a beach environment. A public walkway traverses the development.
- Czuleger Park – a 2.1-acre park on the bluff that rises above the project site, located between the Seascape Two and Seascape One portion of the Village/Seascape Apartments and Condominiums. The park extends from near the intersection of Catalina Avenue and Diamond Street to the top of the Plaza Parking Structure near the elevated walkway above the International Boardwalk (the Plaza Parking Structure is included in the project site). This oceanfront view is visually characterized by well-maintained landscaping and a “greenbelt-like” lawn area. Czuleger Park provides views of the project site, harbor and ocean.

See Figure 3.1-1b for pictures of the surrounding uses to the east.



Crown / Plaza Hotel
 (Photo Taken Near Northeast Corner of the Project Site)



Harbor Center Project with Cycle Track in the Foreground
 (Photo Taken North of Driveway Entrance to the Redondo Beach Marina)



The Village/Seascape Condominiums on Pacific Avenue
 (Photo Taken East of the Entrance to the Plaza Parking Structure)



Czuleger Park
 (Photo Taken from Top of Plaza Parking Structure)



The Village/Seascape Condominiums and Turtle Park
 (Photo Taken Near Quality Seafood)



The Village/Seascape Condominiums
 (Photo Taken from the Top Deck of the Pier Parking Structure)

Source: CDM Smith, 2015



To the west of the project site is King Harbor. The northern portion of the project is located along the Turning Basin (which is the location of the proposed small craft boat launch ramp), with the North (Outer) Breakwater (which forms the western edge of the harbor) beyond. The South Breakwater extends from the southern portion of the project site northward into the harbor. The mouth of the harbor, located between the North and South Breakwater is west of the southern portion of the site. West of Horseshoe Pier and beyond the North Breakwater is the open water of the Santa Monica Bay/Pacific Ocean. In addition to the water and breakwaters, notable visual features include motorized and non-motorized vessels that actively use the harbor, marinas where the docked vessels create picturesque marine atmosphere. Wildlife, such as birds and sea lions can also be seen, including on the newly installed sea lion barge located north of the Portofino Hotel. See Figure 3.1-1c for pictures of the surrounding uses to the west.

To the south, the surrounding uses are the Monstad Pier, which is south of, and attached to, the Horseshoe Pier, and commercial buildings on the Monstad Pier. The older storefronts and newly renovated landmark building of the Redondo Landing on the Monstad Pier are one- and two-stories that are nautically-themed. To the south of the Horseshoe and Monstad Piers are the County Beach and open waters of Santa Monica Bay/Pacific Ocean. Views are of the multi-story residential and other buildings located on the coastal bluff. The Palos Verdes Hills are visible in the distance towards the southwest. South of the Pier Plaza and Torrance Circle is Veterans Park, a 6.3-acre park situated at the corner of South Catalina Avenue and Torrance Boulevard. The park is visually characterized by mature trees and amenities such as picnic tables and the Veterans Park Community Center (formerly historic Redondo Beach Main Library) and Veterans Park Senior Center. Southeast of the project site, across Catalina Avenue, are two to four-story multi-family residential buildings. See Figure 3.1-1d for pictures of the surrounding uses to the south.

Project Site

The project site is generally flat and rises from sea level to approximately 10 to 30 feet above sea level. It is situated between the Santa Monica Bay to the west and coastal bluff that slopes upward to the northeast. The visual environment of the project site is characterized by its waterfront setting, and the site's coastal commercial development and marine recreation opportunities. Figure 3.1-2¹ is an aerial view overlooking the project site from Seaside Lagoon in the north to the northern edge of the Torrance Circle in the south that shows the difference in elevation of the harbor as compared to the coastal bluff. As demonstrated in the photograph, the difference in elevation contributes to the project site having a lower visual profile as compared to other development in the area. The photograph also shows the concentration of development within the southern portion of the site as compared to the large paved area in the north.

As described below, the northern portion, the southern portion, and Basin 3 each have visually distinct character and qualities, and there is limited visual and physical connectivity between the northern and southern portions of the site.

¹ The figure shows the former "Octagon Building" located on Pad 10 at the base of the South Breakwater and northern portion of the pier. This structure no longer exists and is currently an open building pad.



Turning Basin and Splash Wall
(Photo Taken Near Joe's Crab Shack)



North (Outer) Breakwater
(Photo Taken Near Joe's Crab Shack)



South Breakwater
(Photo Taken South of the Sportfishing Pier)



South Breakwater with North (Outer) Breakwater in the Background
(Photo Taken From Ramp to the Horseshoe Pier)



Harbor Entry and Turning Basin
(Photo Taken South of the Sportfishing Pier)



Santa Monica Bay/Pacific Ocean
(Photo Taken From the Horseshoe Pier)

Source: CDM Smith, 2015





Monstad Pier
(Photo Taken from the Horseshoe Pier)



County Beach and the Strand with Palos Verdes Peninsula in the Background
(Photo Taken Near the Redondo Landing)



Veteran's Park
(Photo Taken from Torrance Circle)



Residential Uses Southeast of the Project Site
(Photo Taken From Torrance Circle)

Source: CDM Smith, 2015





Source: Kosmont, 2012



Northern Portion of the Project Site

The northern portion of the project site has character indicative of both a “working waterfront” as well as site for water-based recreation. The site is visually characterized by large paved surface parking lots, background views of the AES power plant and stand-alone buildings dispersed haphazardly throughout the site with no central connectivity. These buildings are primarily one-story restaurants of varying condition and architectural styles, and several two-story buildings closer to Basin 3 (i.e., R10 Social House restaurant and Foss Marine office). Also present are Seaside Lagoon, the Plaza Parking Structure, and, near Basin 3, marina maintenance facilities and boat hoists. Palm trees, primarily located along the perimeter, are another central visual feature. Other pockets of landscaping are spread throughout the site, of varying size and quality.

Given the dispersal of structures, views of the harbor are generally available from throughout the site; however, they are limited by landscaping, intervening structures, and cars in the surface parking lots. The presence of large areas of surface parking lots lowers the visual quality of the site. A boardwalk along the existing splash wall and rock revetment at the harbor’s edge provides views of the harbor, breakwater and open water and horizon beyond. As with the landside development, the waterside has both a “working waterfront” and a recreational character with the presence of a hand launch ramp and dinghy dock, the Sportfishing Pier, and two County stormdrain outfalls.

See Figure 3.1-3a for pictures of the northern portion of the project site. Overall, the visual quality of the northern portion of the project site is low to moderate.

Visual features located within the northern portion of the project site are discussed further below.

Seaside Lagoon

Seaside Lagoon is an enclosed saltwater swimming pool open to the public during the summer months. The facility is surrounded by a chain link fence, which lowers the overall visual quality of the site and can obscure harbor views from some locations. The lagoon is full of water during the summer months, and has little water other times of year. In addition to the presence of the fence, fountains and slides within the lagoon create a visual distinction between the lagoon as a more artificial environment with a low visual quality, as compared to the harbor. Other visual features include a sand beach, other recreational amenities (i.e., volleyball courts and picnic area), several small structures (shower/restroom and administration building, pavilion, and maintenance facilities), and an entrance plaza with pavers, landscaping and colored flags.

Sportfishing Pier

The Sportfishing Pier is a wooden (timber) pier constructed in 1969 that is a popular site for fishing. There is a rectangular shaped building located on the Sportfishing Pier that includes a restaurant (Polly’s Pier), a sport fishing charter business, and public restroom. The pier and building are suffering from deterioration, and thus have a low visual quality.



Surface Parking with View Towards Water and Palos Verdes Peninsula (Photo Taken East of Ruby's Diner)



Foss Marine Office (center left) and Boat Hoist (left) (Photo Taken West of Foss Marine Office)



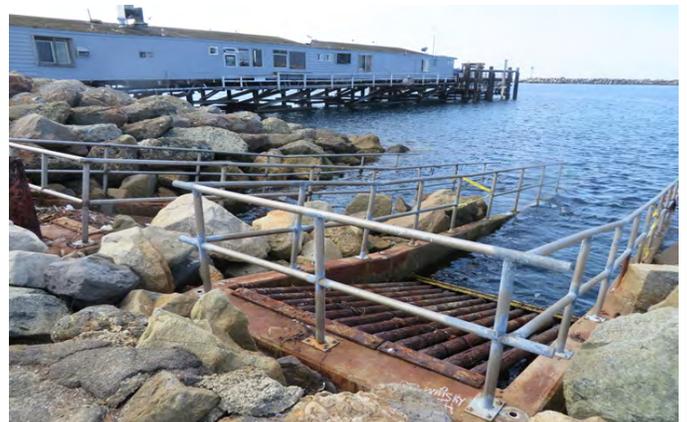
Seaside Lagoon and Boardwalk (Photo Taken from Southwest Edge of Seaside Lagoon)



Entrance to Seaside Lagoon (Photo Taken from North of Entrance to Seaside Lagoon)



Hand Launch Ramp and Dinghy Dock (Photo Taken North of the Hand Launch Ramp)



Sportfishing Pier and Orange County Storm Drains (Photo Taken North of Sportfishing Pier)

Source: CDM Smith, 2015



Southern Portion of the Project Site

The southern portion of the project site is more densely developed than the northern portion of the site. This development is largely characterized by tourist facilities, including small shops and restaurants and the Horseshoe Pier. While this portion of waterfront has maintained a unique charm that clearly displays its coastal commercial and recreational character, over the years, fires and violent ocean storms have taken their toll and many of the current buildings and structures at the project site now have a deteriorated visual character. With the exception of some new and renovated buildings (such as Kincaid's restaurant on the northern section of the Horseshoe Pier and Paddle House in the International Boardwalk), the structures in this area can generally be characterized as having low to moderate visual quality due to age and deterioration. The buildings were constructed during different time periods with contrasting styles, including non-descript low profile buildings along the International Boardwalk, New England maritime village style of Pier Plaza, and nautical-theme buildings on the Horseshoe Pier. This creates a "patchwork" effect and reduces the visual connection and a visitor's sense of place. Other features in the southern portion of the site include the Pier Parking Structure, which is a three-level cement parking structure that is suffering from significant deterioration. Landscaping within the southern portion of the site is generally sparse, primarily in planters and pots throughout the site. An empty building pad at the foot of the northern portion of the Horseshoe Pier (Parcel 10) provides an open area for sitting or gathering but without visual design or features.

A boardwalk along the rock revetment along Horseshoe Beach and along the bulkhead at Basin 3 provides close up views of the Horseshoe and Monstad Pier and harbor. Views of the piers and harbor, as well as Basin 3 are also provided from the elevated walkway above the International Boardwalk. See Figure 3.1-3b for pictures of the southern portion of the project site.

Primary visual features located within the southern portion of the project site are discussed below.

Pier Plaza

Pier Plaza is a two-level commercial office complex on the upper level of the Pier Parking Structure with an architecture style reminiscent of a New England maritime village. Pier Plaza provides wide views of King Harbor and Santa Monica Bay with the horizon beyond. It also provides views looking down on the Horseshoe Pier and other portions of the project site, in addition to views of Veterans Park, County Beach, and Palos Verdes Hills to the south. Due to its outdated condition and incongruous architecture that contrasts with architectural style of the surroundings, the overall visual quality of Pier Plaza is low to moderate.

Horseshoe Pier

The Horseshoe Pier, named for its unusual "horseshoe" shape, is an iconic visual feature of the waterfront. In addition to being a visual feature itself, it provides panoramic views of the coastline and ocean. The northern portion the pier, including Kincaid's restaurant built in the early 2000s, was rebuilt following a devastating fire in 1988. Other structures destroyed in the fire were not rebuilt, resulting in two empty buildings pads on the pier (Pad 1 at the western most point of the pier, and Pad 2 on the ocean side, between Pad 1 and Kincaid's). The large pier platform on the rebuilt portion of the pier provides a wide-area for walking, sitting, picnicking, and enjoying the views. The southern portion of the pier survived the fire and



**Pier Parking Structure and Pier Plaza
(Photo Taken from Elevated Walkway)**



**Southern Portion of the Horseshoe Pier
(Photo Taken from Boardwalk west of Pier Parking Structure)**



**International Boardwalk and Elevated Walkway with Parcel 10
in the Foreground (Photo Taken From Ramp to Horseshoe Pier)**



**Horseshoe Pier
(Photo Taken From Pier Deck)**



**Boardwalk between Horseshoe Beach and
Pier Parking Structure with Kincaid's in the Background
(Photo taken just north of the George Freeth Memorial)**



**International Boardwalk and Paved Access Road (Photo Taken
From the Southern End of the International Boardwalk)**

Source: CDM Smith, 2015



remains a timber pier with mostly themed tourist shops, restaurants and bars that were built in the 1950s and 1960s with a nautical theme. The older buildings and the timber portion of the pier itself are aging and deteriorating. Kincaid's is a one-story building and the buildings on the southern portion of the pier are also one-story, with the exception of Tony's octagonal "crow's nest," which is two-stories. As part of the rebuilding of the northern portion of the pier, nautical theme design elements were incorporated, including sail-shaped mesh shade structures and marine-themed elements stamped into the concrete of the pier platform. Despite its deteriorating conditions, the pier's design features, wide decks, and iconic shape visible from water and landside locations along the coast contribute to a moderate to high visual quality.

International Boardwalk

The International Boardwalk is a narrow strip of low profile small aging shops and restaurants, many of which have a deteriorating physical condition. The International Boardwalk is located at the marine level, below an elevated walkway. There is a paved access road fronting the shops and restaurants that is accessible only to pedestrians, delivery, service, and emergency vehicles. While some of the individual storefronts have been renovated, the overall aging condition of the site gives the area a low visual quality. The access road overlooks Basin 3 and has views of the marina, with the Horseshoe Pier, breakwaters and open waters beyond.

Basin 3

Basin 3 is occupied by the Redondo Beach Marina, which consists of aging wooden docks and approximately 61 mooring slips. The slips are occupied by a variety of vessels, including private recreational vessels such as sailboats, commercial fishing and other commercial vessels, and tourist vessels and other watercraft, including charter sport fishing boats, rental paddleboats and kayaks, and a whale watching and harbor tour vessel. Both the moored vessels and the boating-related activities occurring within Basin 3 provide a high degree of visual interest that contributes to the waterfront ambience within the project site. The marina is a key visual asset with a moderately high visual character. See Figure 3.1-3c for pictures of Basin 3.

3.1.2.3.2 Other Visual Elements

Other visual elements within the project site include public art (see Figure 3.1-4). The following is a description of the public art viewable from the project site and within the project site:

Project Vicinity

Gray Whale Migration

Located off-site, but visible from the project site is the "Gray Whale Migration", an approximately 586-foot long by 95-foot high mural dedicated to saving whales and the oceans. The mural was created by Robert Wyland on June 24, 1991, as part of Wyland's 100 Whaling Wall project. The mural includes 12 life-size gray whales, bottlenose dolphins and kelp



Basin 3 from the South Looking North (Photo Taken from the Pier Parking Structure, R10 Social House is in the Background)



Looking South, View from the North Edge of Basin 3, International Boardwalk (Portion Behind Basin 3) and Elevated Walkway (Photo Taken South of R10 Social House)



Tourist Facilities in Basin 3 (Photo Taken from Ramp to Horseshoe Pier)



Entrance of Basin 3 (Photo Taken from a Boat Near the Mouth of Basin 3)

Source: CDM Smith, 2015





Ocean Steps



Mural in Pier Parking Structure



George Freeth Bust / Plaque



Sails and Concrete Stamps on Horseshoe Pier



Elevated Walkway - Tiles



Meistrell Brothers Statue

Source: CDM Smith, 2015



forests.^{2,3} Located along Harbor Drive, the mural is on the westerly exterior wall of the AES power plant at 1100 North Harbor Drive between Herondo Avenue and Beryl Street. Southern California Edison installed halogen lighting so the mural could be viewed at nighttime.⁴ As shown in Figure 3.1-1a (lower left photo), a partial view of the AES power plant's mural is visible at a distance from the northern portion of the project site.

Project Site

Ocean Steps

The "Ocean Steps" is a stairway decorated with ceramic tile that has a sea-inspired theme at the entrance to Turtle Park (which is outside the project site) located to the east on the elevated walkway. Views to the west from the steps include the elevated walkway, International Boardwalk, Redondo Beach Marina in Basin 3, and the Pacific Ocean. To the south views include the Pier Plaza and to the north, views of the northern portion of the project site and King Harbor. The mosaic tile artwork creates images of rolling waves, crabs, fish, and other sea features. The art project was completed in 2009 by a local artist and was approved by the Redondo Beach Public Arts Commission.^{5,6}

Mural in Pier Parking Structure

In the mid-1990s, the City unveiled a historical mural in the Pier Parking Structure. The mural is of a photograph taken in the early 1900s and illustrates the intersection of Diamond Street and Pacific Avenue, which no longer exists. The mural's location, under the Pier Police Substation on the south side of the Pier Parking Structure, is the approximate location where the photographer had taken the original image.⁷

George Freeth Bust/Plaque

Situated on the esplanade between Horseshoe Beach and the Pier Parking Structure, near 200 Fisherman's Wharf (Charlie's Place), the George Freeth Memorial commemorates the surfing pioneer and legendary lifeguard. The statue is a cast bronze bust, which rests atop a concrete pedestal. Attached to the side of the pedestal is a bronze plaque bearing a summary of Freeth's achievements. The pedestal is at the center of a multi-colored compass rose inset in the concrete walkway.

Sails and Concrete Stamps on Horseshoe Pier

In 1988, a major storm and subsequent fire on the Horseshoe Pier destroyed much of the pier. The damaged portions of the pier were reconstructed with the restored pier opening in 1995. The rebuilt portion of the pier has nautical design elements (e.g., sail shade sculpture and sea life sandblasted on the concrete surface) that are considered public art.

² http://www.publicartinla.com/LA_murals/SouthBay/whales1.html

³ http://www.wylandfoundation.org/community.php?subsection=wyland_walls&page=2

⁴ <http://www.muralconservancy.org/murals/whaling-wall-number-31>

⁵ http://www.publicartinla.com/LA_murals/SouthBay/torrance_marina_stairs.html

⁶ <http://www.redondo.org/civica/inc/displayblobpdf2.asp?BlobID=19233>

⁷ http://redondo.org/depts/planning/historic_preservation/murals.asp

Elevated Walkway - Tiles

The retaining wall between the elevated walkway and The Village/Seascape Apartments and Condominiums is lined with inlaid ceramic tiles.

Meistrell Brothers Statue

The entrance approach to the Seaside Lagoon features a landscaped sculpture court with bronze statues of local surfing and diving notables Bill and Bob Meistrell (also the founders of Body Glove, one of very few continuously family-owned surf/dive brands in the world), dedicated in 2014.

3.1.2.3.3 Views of the Project Site

The project site is visible from many surrounding locations, including along the site edges, higher elevations to the east and southeast, and from the water.

From the north of the project site, views of the project site generally include foreground elements of surface parking lots, existing structures and landscaping. The typography is flat, but as development is widely dispersed across the northern portion of the project site, distant views are generally available of vessel masts in Basin 3 and the Palos Verdes Hills. Additionally, background glimpses of the water are available from some locations; however, they are partially obscured by physical features such as intermittent structures, the splash wall, and landscaping.

East of the project site, from Harbor Drive, foreground views consist primarily of surface parking, existing structures, and landscaping. Background views are available of vessel masts, the Palos Verdes Hills, and limited distant views of the harbor water and North Breakwater and are generally available from some locations. More sweeping views of the project site, harbor, and Santa Monica Bay are available from higher elevations; however, the public views from the east are primarily limited to views from Czuleger Park and small public plazas located immediately east of the elevated walkways.

West of the project site, views are available of the project site from the water, with the coastal bluffs and development visible beyond. The primary view of the project site from the water consists of the Horseshoe and Sportfishing Piers and the breakwaters and revetments. The buildings at the project site are also visible, but as they have a lower profile and elevation than the buildings on the bluff, the buildings on the bluff are more visually prominent than those on the project site.

South of the project site, limited views of the southern portion of the site, primarily the Torrance Circle and Pier Plaza development, are available from Veterans Park. Views from southern portion of the Monstad Pier are generally blocked by existing structures, but full views of the project site, including the Horseshoe Pier in the foreground, are available from the western portion of the Monstad Pier. Views from the County Beach are generally obstructed by the Monstad Pier.

3.1.2.3.4 Key Observation Views

The Redondo Beach General Plan does not list any scenic vistas within the City and the project site is not designated as a highly scenic area in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation or by any local plan or ordinance. However, there are designated local valued views. Designated local valued views are public views that are sensitive to change due to some unique visual resource or are scenic in character. Seven designated local valued views, identified as Key Observation Views, have been selected for visual assessment and are representative of other view locations in their proximity.

The Key Observation Views include points adjacent to or within the project site points were views of the Santa Monica Bay are available. The Key Observation Views were selected because they are identified as a protected view and/or because they would become key views with implementation of the proposed project. Views that are considered protected include Key Observation Views 1 through 5. Views that would become key views under the proposed project include Key Observation Views 4, 5, and 6. Key Observation View 7 was also selected as a representative view of the project site from the water. The Key Observation Views are described below and shown in Figure 3.1-5.

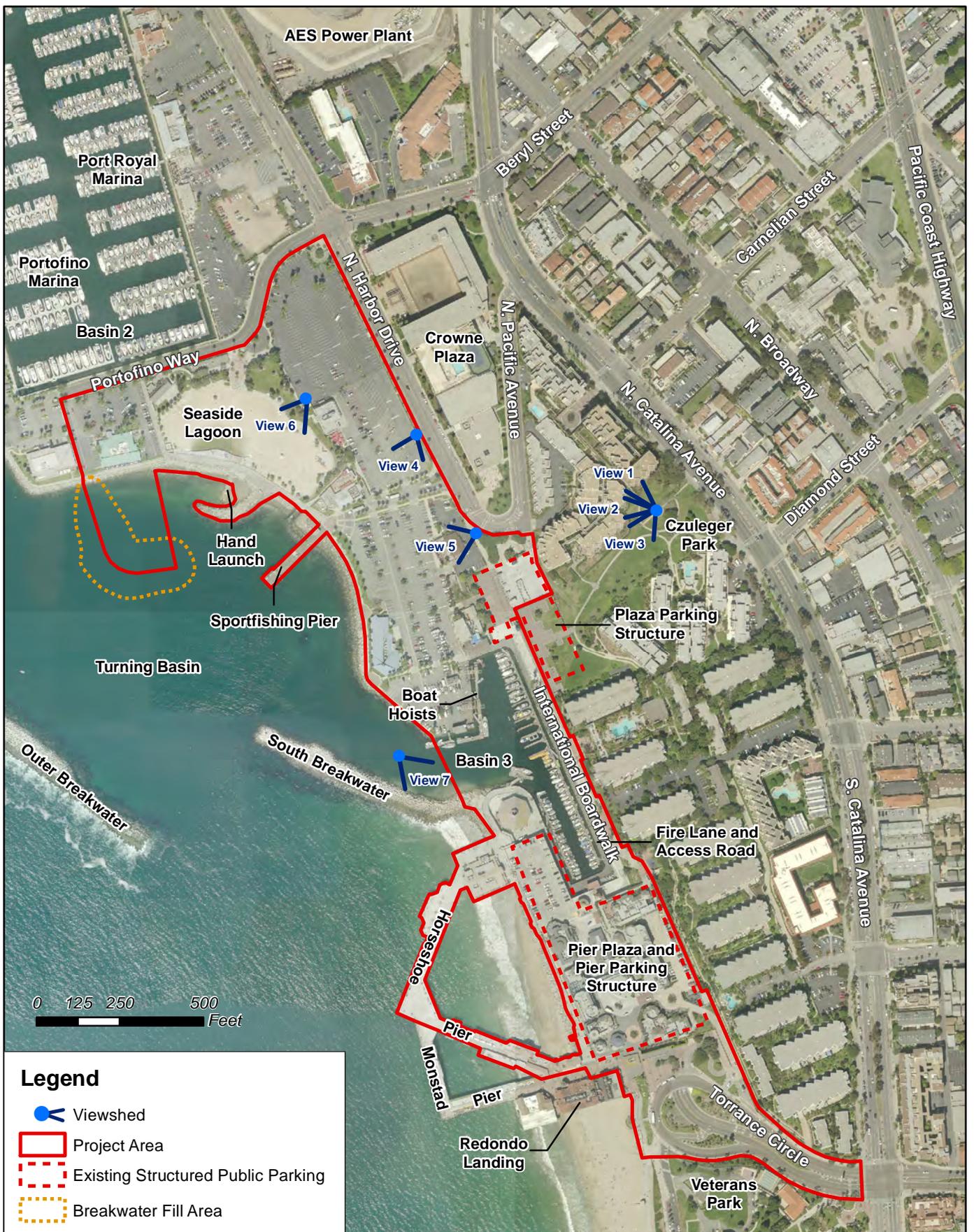
Czuleger Park – Key Observation Views 1 Through 3

Czuleger Park is a 2.1-acre public park situated between Catalina Avenue and Redondo Beach Marina/Basin 3. It is located immediately to the east of the northern portion of the project site, between Seascape Two and Seascape One of The Village/Seascape Apartments and Condominiums, from Catalina Avenue and to the top of the Plaza Parking Structure, overlooking the International Boardwalk. Czuleger Park includes an open grassy lawn area, a walking path, and public plaza and seating area on top of the Plaza Parking Structure. The Plaza Parking Structure is included in the project area.

This public park was created based on a 1975 settlement agreement between the California Coastal Zone Conservation Commission and the City related to “The Village” Condominiums. The purposes of the settlement agreement include the establishment of Czuleger Park to provide a public park for ocean viewing and public access to the waterfront. Per the settlement agreement, there are three designated ocean view corridors from the observation point in Czuleger Park (the observation viewing area at the highest point of the park). The ocean view corridors are designated A-A, B-B, and C-C, as shown on Figure 3.1-5a.

Key Observation View 1 (View Corridor A-A) provides views to the northwest (towards Basin 2 to the north of the project site). As shown in Figure 3.1-5a, the view is primarily of the apartment and condominium buildings in the foreground, with a gap between buildings that provides a view corridor in the direction of the Santa Monica Bay. However, existing views of the water are fully obstructed by the Crown Plaza Hotel. No view of the project site is available from this location; however, given that it is a designated view corridor from a location overlooking the project site, it is included within this view analysis.

Key Observation View 2 (View Corridor B-B) provides views to the west towards the Turning Basin and the northern portion of the project site. As shown in Figure 3.1-5a, similar to Key Observation View 1, the view is primarily of the apartment and condominium buildings in the foreground. A limited distant view of the ocean and horizon is available between existing



Source: CDM Smith, Noble and Callison, 2015





Source: CDM Smith, 2015



Figure 3.1-5a

Key Observation Views 1 Through 3: Designated Existing Views from Czuleger Park

buildings, although partially obscured by building features and landscaping. Palm trees visible from this location may include palm trees located at the project site, as well as trees located east of the project site. No other views of the project are available at this location.

Key Observation View 3 (View Corridor C-C) is a relatively unobstructed view corridor with views to the southwest over Czuleger Park, with King Harbor and the ocean beyond. The Village/Seascape development can be seen at the north (right) and south (left) periphery. The project site is visible between the park and the open water. Project site features that can be seen include masts and tops of some of the taller vessels within the Redondo Beach Marina, boat hoists, several structures (R10 Social House and Foss Marine Office), surface parking, trees, and light posts at Mole D. Flags at the Plaza Parking Structure are also visible, while the stairwell/elevator tower at the Plaza Parking Structure is largely obscured by landscaping. The roof of Kincaid's restaurant, located on the northern portion of the Horseshoe Pier, is visible at the southern portion of the view corridor, partially obscured by the condominium building and landscaping. The South Breakwater and a portion of the North Breakwater, which are outside of the project area, are also visible.

North Harbor Drive – Key Observation Views 4 and 5

The City's Local Coastal Program/Plan (LCP) Policy 2 specifies that public views of the water from the moles, pier decks, public accessible open space, and Harbor Drive be preserved and enhanced. To assess views from Harbor Drive, Key Observation Views 4 and 5 have been selected. As described previously, the northern portion of the project, located west of Harbor Drive, has large paved surface parking lots and stand-alone buildings dispersed throughout the site. Limited background views of the water are available, albeit partially obscured by intervening landscaping (e.g., palm trees), buildings, and other features (e.g., light poles, signage, and splash wall, parked vehicles). The overall quality of the view from Harbor Drive is limited by prominence of large expanses of asphalt in the foreground. Further, given a limited difference in elevation between Harbor Drive and a distance 0.8 to 0.14 mile from the street to the water, the availability of water views is limited. Currently, Harbor Drive terminates at the intersection with Pacific Avenue, with no direct vehicle access provided along Basin 3 to Torrance Boulevard. Instead, motorists must use Catalina Avenue to travel between the northern and southern portions of the site, where views of the water are limited to narrow view corridors between existing buildings and landscaping. Views of Basin 3 with the Santa Monica Bay beyond are available both from the service access road along the International Boardwalk and the elevated walkway. These areas are not open for public vehicle access; thus, while these views are available to pedestrians, they are not available to motorists.

As shown on Figure 3.1-5, Key Observation View 4 is located along Harbor Drive east of the On The Rocks Sports Bar and oriented to the southwest. As shown on Figure 3.1-5b, views of the parking lot are in the foreground and views of On the Rocks Sports Bar to the north and the Palos Verdes Peninsula to the south are available in the background. A narrow view of the water, partially obscured by palm trees, is available to west. This view is generally representative of views of the project site from Harbor Drive.

As shown on Figure 3.1-5b, Key Observation View 5 is located on Harbor Drive immediately to the east of Captain Kidd's Fish Market and Restaurant and oriented to the west. As shown on Figure 3.1-5b, views of the water are obscured at this location due to the restaurant building and landscaping. In addition to Captain Kidd's, views of landscaping in the foreground and in the background are available.



Key Observation View 4



Key Observation View 5

Source: CDM Smith & Callison, 2015



Proposed/New Main Street – Key Observation View 6

As shown on Figure 3.1-5c, Key Observation View 6 is located within the project site, at the northeast corner of Ruby's Diner with a landscaped planter and surface parking in the foreground. Seaside Lagoon (fencing, grass, lagoon water, buildings, and enclosed equipment) and Joe's Crab Shack are visible in the center right of the photograph. The North Breakwater can be seen beyond Seaside Lagoon. Trees and a light pole are also visible. While not designated as a protected view, this view is representative of views from within the northern portion of the project site.

Views from the Water – Key Observation View 7

As shown in Figure 3.1-5c, Key Observation View 7 is a view from the water seaward of the entrance to Basin 3. To the north (left), the existing splash wall and revetment is the primary visual feature. The second story of the Foss Marine office and tower and landscaping are visible. The Village/Seascape Apartments and Condominiums are visible in the background. In the center, boats moored at Foss Marine dock, and the ramp to the Voyager tour vessel are clearly visible. Glimpses of the International Boardwalk, elevated walkway and boats in Basin 3 are also available. The Village/Seascape apartments and condominiums and landscaping are visible on the bluff. Views of the development in the southern portion of the site are available to the south (right) including the upper deck of the Pier Parking Structure and the Pier Plaza development. The Horseshoe Pier is partially obscured by the South Breakwater but Kincaid's restaurant is readily visible. Development to the south of the project site is visible in the distance. This view is considered representative of views of the project site from the water that are available to boaters and others recreating in the harbor (e.g., kayakers and stand up paddle boarders). The view of the shore from the water does not present any unique urban qualities, such as noteworthy architecture or skyline.

3.1.2.4 Light and Glare

Light refers to artificial nighttime light emissions, or the degree of brightness, generated by a given source. Artificial light sources that contribute to ambient lighting include pole-mounted street lights, security lighting, illuminated signage, vehicle headlights, and interior building lighting. Ambient lighting is the general overall level of lighting in a given area due to the various light sources present. The project site and surrounding development within the City generate levels of light typical for a highly urbanized setting with substantial sources of ambient lighting.

Overall, the existing moderate levels of exterior lighting are typical for the level of commercial and residential development in the project site and immediate vicinity. Existing light sources located in the immediate vicinity of the project site include street and parking lot lighting, lighting associated with recreational uses (i.e., boat and marina lighting) to the north, restaurant and hotel uses to the north, northwest and east, residential uses to the east and southeast, and recreational and residential uses to the south. The nearby commercial and residential structures have security lighting, architectural building highlighting, and landscape nighttime lighting. In addition, motor vehicles, and street and parking lot light fixtures also contribute to artificial nighttime light levels. Existing light sources within the project site include light poles (approximately 20 feet tall) in the surface parking lots, exterior lighting for existing buildings (signage, security and architectural lighting), interior lighting from existing buildings, entrance and interior lighting from the parking structures, decorative and security lighting along the piers and walkways, pole sign lighting, and flood lighting at the boat docks of Basin 3. The pole-mounted lights throughout the project site, including those along the elevated walkway and International Boardwalk, are unshielded.



Key Observation View 6



Key Observation View 7

Source: CDM Smith & Callison, 2015



The nearest sensitive uses that can be disturbed by bright light sources include the surrounding residential development, located primarily to the east, liveaboards in King Harbor marinas (within Basin 3 and to the north),⁸ and hotels to the north, northwest and east.

Glare refers to reflected light that is generated from highly polished or metallic (i.e., reflective) surfaces, such as mirror-like materials, vehicle headlights and glass windows. Glare generation can cause annoyance, discomfort, or loss of visual performance and visibility. Glare may occur from sources of nighttime lighting or from reflected sunlight during the daytime, depending on the reflectivity of materials of construction, the direction of sunlight, and the position of the observer. However, glare is primarily a daytime occurrence. With the exception of windows, the existing buildings at the project site are not a source of glare as the buildings are comprised of wood, stucco, and/or painted finishes. Sources of glare within the project site and immediate vicinity are largely attributable to reflections from windows of existing buildings and motor vehicles along adjacent roadways (i.e., Harbor Drive, Portofino Way, and Torrance Boulevard). The water surface of King Harbor and the Pacific Ocean beyond also provide additional sources of glare during various times and seasons. Glare-sensitive uses within the immediate vicinity include the residential community to the northwest and motorists on the adjacent roadways.

3.1.3 Regulatory Framework

As described below, various plans and policy documents set forth regulations and guidelines for visual and aesthetic resources that relate to waterfront development.

3.1.3.1 California Coastal Act

The project site is located entirely within the Coastal Zone and is subject to regulation under the California Coastal Act of 1976 (Coastal Act). The policies included in Article 6 of the Coastal Act are intended to protect the scenic beauty of the coastal landscape as a resource of public importance. Implementation of Coastal Act policies is accomplished primarily through the City's certified LCP, which was reviewed and approved by the California Coastal Commission and the voters of Redondo Beach (Measure G) (City of Redondo Beach, 2010). Following the certification of an LCP, regulatory responsibility is delegated to the local jurisdiction, although the California Coastal Commission retains jurisdiction (i.e., permit authority) over the immediate shoreline (e.g., submerged lands, tidelands, and public trust lands) (Section 30519(b) of the Coastal Act). The California Coastal Commission has appellate authority over development approved by local governments in specified geographic areas and for major public works projects and major energy facilities.

3.1.3.2 City of Redondo Beach General Plan

Development within the project site is guided by the policies in the City of Redondo Beach General Plan, comprehensively updated in 1992 and updated in 2010 for this area. Refer to Section 3.9 Land Use and Planning for detailed analysis of the proposed project's consistency with the General Plan. Following is a list of several applicable policies associated with aesthetics and visual resources (City of Redondo Beach, 2010):

⁸ The liveaboards within the Redondo Beach Marina in Basin 3 would be relocated at the beginning of construction of the proposed project; therefore, they are not considered the nearest sensitive liveaboards.

- To maintain the Redondo Beach Pier and supporting commercial, restaurant, entertainment, and other coastal-related uses as a recreational resource and amenity of the City, projects must be designed and developed to achieve a high level of quality and distinctive character in architecture, signage, site design, streetscape and public amenity, etc ... (Land Use Element – City of Redondo Beach, 1992).
- Require that structures be designed at a uniform and high level of architectural design quality which reflects the unique setting of the pier on the coastline and enhances pedestrian-activity, including visual and physical transparency along building exteriors, well-defined entries, variable and pronounced rooflines and building heights, and inclusion of pedestrian-oriented projecting signs (Land Use Element).
- Require public sites to be designed to incorporate landscaped setbacks, walls, and other appropriate elements to mitigate operational and visual impacts on adjacent land uses. In addition, require that shared and municipal parking structures be designed to convey the aesthetic character of a commercial building and require that air conditioning and other mechanical equipment located on the rooftop of a structure be visually screened from public viewing areas and adjacent residential properties. (Land Use Element)
- Establish a system of visually attractive public open spaces, which creates a high quality and distinctive image for the City; containing street landscape, unified public signage, well-defined entries, and other elements. (Land Use Element)
- Enforce the following provisions of the settlement agreement (1975) between the California Coastal Zone Conservation Commission and the City related to the Village/Seascape Apartments and Condominiums and Czuleger Park, including ensuring that the ocean view corridors from the observation viewing area in Czuleger Park are not obstructed (Recreation and Parks Element – City of Redondo Beach, 2004).

3.1.3.3 Local Coastal Program/Plan

The harbor and pier areas are designated as a commercial and recreational asset for both the City and the region in the certified LUP, which is a component of the City's certified LCP. The LUP is intended to allow for a wide range of regional-serving public and commercial recreational facilities including uses such as hotels, restaurants, entertainment, retail sales and services, and boating facilities and services. Refer to Section 3.9 Land Use and Planning for detailed analysis of consistency with the LUP. The following policy, LUP Policy 2, is applicable to the proposed project:

- New development, additions or major rehabilitation projects within the Harbor-Pier area shall be sited and designed to preserve and enhance public views of the water from the moles, pier decks, publicly accessible open space and Harbor Drive, be consistent and harmonious with the scale of existing development, and provide appropriate public-serving amenities such as benches and pedestrian walkways adjacent to the water's edge or the edge of the pier, landscaped rest and viewing areas.
- New Development shall not obstruct views from Czuleger Park to the ocean.
- New development projects shall include view corridors to the water from North Harbor Drive.

3.1.3.4 Harbor/Civic Center Specific Plan

The Harbor/Civic Center Specific Plan is specifically intended to guide the development of the harbor and civic center areas of the City, including the project site. Under the Harbor/Civic Center Specific Plan, the proposed project is part of the Harbor/Pier Sub-Area. The Harbor/Civic Center Specific Plan encourages a more efficient use and consolidation of structures and building densities in the Harbor/Pier Area into a unified "village-like" character (City of Redondo Beach, 2008). In addition, specific aesthetic and streetscape improvements are cited in the Specific Plan, in order to improve the area's sense and character as a unique and special place in the community and the overall Southern California coastal corridor. Refer to Section 3.9 Land Use and Planning for detailed analysis of consistency with the Harbor/Civic Center Specific Plan. Following is a list of several policies associated with aesthetics and visual resources (additional policies are presented in Section 3.9 Land Use and Planning):

- Any infrastructure or utility uses that must be located above ground within the Harbor Area shall be screened or buffered, as possible, with appropriate landscaping or design features to decrease the adverse aesthetic impacts of such uses.
- Design and aesthetic improvements (including paving/tile materials and patterns, public art (murals, sculptures) and painting/design components shall be encouraged to be installed in conjunction with new development and additions on master leasehold areas, or on sites that are not master leasehold areas, (as feasible and approved by the City of Redondo Beach) along key walkways, storefronts and areas of public access to visually "activate" and enhance the appearance and "image" of the harbor area.
- Storage and refuse areas related to commercial land uses shall be adequately shielded from view, physically separated, and protected (by fencing or structures) to lessen the potential adverse visual and environmental impacts of such activities.
- Building massing overall should be broken up both vertically and horizontally, with appropriate view corridors and spacing between structures to provide views to and through parcels (east to west) to the water's edge and harbor/horizon beyond (as feasible). Views from Czuleger Park shall be protected by ensuring that two story buildings are not clustered or lined up in a manner that creates a wall-like impact on views from the park.
- Buildings should be configured and massed in such a way to minimize the blockage of ocean views and/or the obstruction of physical or visual paths to the water's edge.
- The visual quality of the Pier Plaza complex shall be improved through the addition or modification of its architectural treatment, painting, themes, etc.).
- Require that buildings located in the Harbor Area be specifically designed and configured to promote pedestrian use; ensuring visual and physical penetration of commercial spaces.

3.1.3.5 City of Redondo Beach Municipal Code

The proposed project is required to conform to the local zoning code, including building height limits (Section 10-5.812-816). Refer to Section 3.9 Land Use and Planning for detailed analysis of consistency with the RBMC. Additionally, views from Czuleger Park shall be protected by ensuring that two story buildings are not clustered or lined up in a manner that creates a wall-like impact on views from the park (Section 10-5.814).

The RBMC also has established sign regulations (Section 10-5.1810) that limit the size, type and location of signs, in part to ensure that signs do not visually dominate the zone in which they are located, contribute to creating a high quality visual environment, and meet relevant design standards.

Section 10-6.05 of the RBMC requires that eligible private development projects must install public art on the project site in a public place as approved by the Public Arts Commission. The public art must meet requirements specified in Section 10-6.05, including to be displayed in a manner that will enhance its enjoyment by the general public, and to be created by an artist.

Development within the Harbor-Pier area identified in RBMC Section 10-2.2512 (including the project site), is subject to Harbor Commission Design Review and approval, pursuant to RBMC Section 10-2.2512 and 10-2.2502. Design Review is established to ensure “compatibility, originality, variety, and innovation in the architecture, design, landscaping, and site planning of developments in the community”.

The RBMC also contains several additional requirements that will shape the development of the project. For example, the project’s landscaping would comply with Section 10-5.1900 of the RBMC, which establishes landscaping standards to enhance the aesthetic appearance of properties within the City. RBMC Section 10-5.1706(c)(10)(c) prohibits parking lot light sources from being visible from the street or surrounding residential properties. RBMC Section 10-5.1530 also requires the project to screen rooftop mechanical equipment. The construction site would also be screened from public view during construction activities, consistent with RBMC Section 9-1.16.

3.1.4 Impacts and Mitigation Measures

3.1.4.1 Methodology

The evaluation of impacts relative to designated views, visual character and visual quality, and light and glare is discussed individually below. These analyses consider effects on the existing visual environment based on proposed building siting, massing, and heights, as well as the conceptual site plan (Figure 2-8 in Chapter 2 Project Description), simulations, and renderings provided by the applicant (Figures 3.1-13 through 3.1-23 discussed under Impact AES-2 below). Additional details on methodology are as follows:

3.1.4.1.1 Key Observation Views

The impact analysis of views considers whether a Key Observation View would be substantially blocked, diminished, or altered as a result of the proposed project. Whether an alteration of views is “substantial” depends on the extent to which the proposed project may interfere with visual access to visual resources (i.e., the degree to which a view of the Pacific Ocean is lessened/alterd). The analysis is based on the proposed project’s characteristics, particularly building locations, heights and massing, as well as an evaluation of computer-generated visual simulations. Photo simulation techniques were used to depict before and after conditions at local valued viewpoints. The analysis further considers the proposed design features.

The analysis focuses on potential impacts to designated local valued views available to the general public.

Visual Simulations and Renderings of Key Observation Views

Visual simulations were prepared for Key Observation Views 1 through 6 to help determine the effect of the project on existing visual resources and views and represent a combination of visual issues that are being assessed by this analysis. Of the six key observation views for which visual simulations were prepared, five represent public views that are designated as important views in City plans and other documents, and are, thus, considered as being the most sensitive to change. Additionally, Key Observation Views 4 through 6 represent view corridors that would be established under the proposed project.

Once visual simulation locations were chosen, the existing photograph locations of the Key Observation Points taken by the applicant's architect, Callison, were verified by CDM Smith and City of Redondo Beach staff. To verify the existing photograph locations/view simulation locations, a digital camera with GPS capabilities was used to reproduce the photographs and verify the GPS location. The photographs were reproduced using the longitude and latitude of the photographs taken by Callison. For visual simulations, CDM Smith peer-reviewed Callison's models to verify that the visual simulations represented the photograph locations and modeled locations. The peer review consisted of taking the architect's supplied AutoCad and Sketch Up models and converting those files to a 3D program. Using the topography in the models, buildings, trees, light poles etc. that would show up in each shot were placed in the 3D model. Using the information provided on where each photograph was taken, the objects (trees, flagpoles, structures, etc.) that show up in the original photographs background were lined up. This duplicated the 3D camera's location and settings to those of the real camera photographs. Once objects were lined up, the new structures were rendered and in Photoshop those renderings were placed beside Callison's composite renderings for comparison.

A conceptual rendering of Key Observation View 7 was prepared to show a representative view from the water. The conceptual rendering is not based on the reproduction of a photograph as described above for Key Observation Views 1 through 6. While the photograph of the existing conditions at Key Observation View 7 is taken from the same general area where the visual rendering is oriented, the exact location and viewing angle of the rendering are slightly different than those of the existing conditions in the photograph; however, the project-related impacts to the existing conditions is still evident in comparing the two figures.

3.1.4.1.2 Visual Character and Visual Quality

Impacts related to visual character and visual quality are determined by comparing the appearance of the existing project area to the appearance of the project area after the implementation of the proposed project. The impacts analysis considers the extent to which implementation of the proposed project would change the perceived visual conditions. Adverse effects relative to visual conditions include the loss of existing valued aesthetic features or the introduction of conflicting or incongruous visual features that contribute to a reduction in overall visual character.

Additionally, conceptual renderings of the proposed project were provided by the applicant, which were used to assess the broad project changes that would occur with operation of the proposed project.

3.1.4.1.3 Light and Glare

The light and glare analysis identifies the uses and types of lighting expected to occur within the proposed project, and the expected building materials or other physical features. It then determines whether the type and amount of lighting and type of building materials or other project features might contribute to adverse light and/or glare impacts in surrounding areas.

3.1.4.2 Thresholds of Significance

The proposed project would result in significant impacts to aesthetics and visual resources if it would:

- AES-1** Have a substantial adverse effect on a designated local valued view available to the general public (Visual Quality).
- AES-2** Substantially degrade the existing visual character or quality of the site and its surroundings (Visual Character).
- AES-3** Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area (Light and Glare).

3.1.4.3 Impacts and Mitigation

3.1.4.4 Proposed Project

The proposed project would revitalize approximately 36 acres of the 150-acre waterfront, as part of a City-wide waterfront revitalization effort initiated by the City. The main components of the proposed project are demolition of approximately 207,402 square feet of existing buildings (which includes demolition of all buildings/structures with the exception of Kincaid's and the restroom facility at the Seaside Lagoon, which equals approximately 12,479 square feet), demolition of the existing Pier Parking Structure (approximately 495,000 square feet), and construction of up to 511,460 square feet of new buildings for a total of 523,929 square feet of development (304,058 square feet of net new development) to include retail, restaurant, creative office, specialty cinema, a public market hall, and a boutique hotel, and construction of two new parking structures. The new parking structure in the northern portion of the project site would be approximately 261,000 square feet and three stories with parking on four levels, including the roof. The replacement parking structure on the southern portion of the project site would be two stories with five levels of parking, including two levels of parking underground and rooftop parking. This structure would have approximately 347,340 square feet. The proposed project also includes public recreation enhancements such as a new small craft boat launch ramp, improvements to Seaside Lagoon (which includes the opening of the lagoon to King Harbor as a protected beach), new surface parking facilities, expanded boardwalk along the water's edge, enhanced open space, pedestrian and bicycle pathways, and new landscaping and lighting. The proposed project includes two options related to the Sportfishing Pier, which are both considered in the visual analysis presented below: 1) replacement of the pier and building; and, 2) not replacing the pier but relocating the building square footage into the northern landside development. Site connectivity and public access to and along the water would be improved by the establishment of a new pedestrian bridge across the Redondo Beach Marina/Basin 3 entrance. A new main street flanked by commercial uses and public walkways would traverse the northern portion of the project site from north to south, approximately parallel to Harbor Drive, and the project includes the reconnection of Pacific Avenue.

3.1.4.5 Impact Determination

Impact AES-1: The proposed project would not have a substantial adverse effect on a designated local valued view available to the general public.

As detailed in Section 3.1.2.3.2.2 above, based on designated local valued views, seven locations with views of the project site were selected as “Key Observation Views” (Figure 3.1-5). These seven Key Observation Views serve to document the views from designated valued viewing areas around the project site and provide a selection of photos from which visual simulations were created. Following are the impacts associated with construction and operation of the proposed project on the designated local valued views.

Construction

As detailed in Section 2.5 of Chapter 2 Project Description, construction of the proposed project would commence in 2017 and is anticipated to extend for approximately 27 to 30 months (2.25 to 2.5 years). In order to prepare a conservative analysis, many of the construction activities were assumed to occur simultaneously and would be implemented within two general areas within the project site: landside (including the northern and southern portions of the project site) and waterside. Each area has distinct construction assumptions associated with the proposed project elements.

Typically, construction work would be performed during normal workdays and hours (Monday through Friday from 7:00 AM to 6:00 PM). Although not proposed on a regular basis, in accordance with the RBMC (Section 4-24.503), construction could occur on Saturday between 9:00 AM to 5:00 PM. Should construction be required (e.g. to perform utility connections) during nighttime hours, Sunday, or on holidays, in accordance with the RBMC (Section 4-24.701), an after-hours construction permit would be required.

The types and number of equipment would vary throughout the construction period, depending on the types of activities occurring. Portions of the project site would be used for construction staging areas and parking of construction workers’ personal vehicles. No off-site construction employee parking or staging areas are anticipated to be required. Construction staging and laydown is anticipated to occur within the project site, as illustrated in Figure 2-25, Proposed Laydown Staging Areas in Chapter 2 Project Description. On the northern portion of the project site during the first phases of the proposed project (approximately the first 10 months) the construction staging area would be located on the utility easement south of the proposed parking structure. Following construction of the parking structure, the top level of the structure would be used for laydown/staging (from approximately month 10 to project completion). On the southern portion of the site, the plaza north of Torrance Circle would be used for laydown/staging in the first phases of project construction (approximately the first 16 months). After construction of the proposed parking structure, the top level would be used for laydown/staging (approximately month 16 to completion).

Construction of waterside elements would involve a combination of land-based and marine-based activities and equipment. For some waterside elements, barges would be used to transport and stage equipment and materials. The waterfront activities have not been officially scheduled; however, they are anticipated to occur at various times within the proposed project’s overall 27- to 30-month period. As a worst-case scenario, it is assumed that up to five of the seven waterside project elements would occur during at the same time and would

overlap with the landside construction occurring within the northern and southern portions of the site.

Heavy equipment such as backhoes, cranes, crawler tractors, excavators, graders, loaders, rollers, pavers, and haul trucks would be used at the project site throughout the construction period. Examples of possible tall/high profile pieces of heavy equipment that could be used at the project site, and therefore could be seen from adjacent views, are shown in Figure 3.1-6. If used, building cranes would be associated with landside construction such as construction of the new parking structure in the northeastern corner of the project site (across from the Crowne Plaza hotel) and construction of the new parking structure and hotel in the southern portion of the project site. It is anticipated that up to two cranes may be used. As detailed in Section 2.5.1 in Chapter 2 Project Description (and in Table 2-8), should building cranes be required, it is estimated that they may be used for approximately one year at both the northern portion and southern portion of the site. In addition, landside construction is expected to require the use of drilling equipment throughout the project site. Waterside construction throughout the project site is expected to be performed using derrick barges/cranes.

As described in detail below for the Key Observation Views, construction equipment, in particular taller equipment such as building cranes, would be visible from locations throughout the site, in particular the higher elevations east of the site and near the site boundaries.

Czuleger Park – Key Observation Views 1 Through 3

The view from Key Observation View 1 (View Corridor A-A) is to the northwest of the project site. Views of the water and harbor area are presently fully obstructed by the existing apartments and condominiums and Crowne Hotel. No views of the project site are available from this location; however, there is the potential that if building cranes are used to construct the parking structure in the northeast corner of the project site, the top of the cranes could be visible at a viewer's periphery, when facing towards the view corridor. The visibility of the crane would be dependent on the precise location and angle of crane, as well as the angle of the viewer. For example, the crane may be visible if it would be located at the northeast corner of the project site and angled upward towards the north. Given that views of Santa Monica Bay/Pacific Ocean are already blocked by existing structures and any possible view of the construction crane would be temporary and very limited, there would not be a construction-related significant visual impact on the designated local valued view at Key Observation View 1.

The view from Key Observation View 2 (View Corridor B-B) is to the west towards the northern portion of the project site. The view is limited to distant views of the ocean, horizon and trees, which may include tops of trees located within the project site. Should building cranes be used to construct the parking structure in the northeastern corner of the project site, the cranes could be visible at the left portion of this view corridor. While the potential for a crane being visible from Key Observation View 2 is greater than Key Observation View 1, like the view from Key Observation View 1, views of the cranes would be dependent on the precise location and angle of crane, as well as the angle of the viewer. For example, the crane may be visible if it would be located near the northeast corner of the project site and angled upwards towards the north. Views of water from this location are low quality and any possible view of the construction crane from this location would be temporary and very limited;

Pile Driver



Building Crane



Derrick Barge



Crawling Crane



NOTE: For Discussion Purposes Only - Actual Equipment May Vary



therefore, construction would not have a substantial adverse effect on the designated local valued view at Key Observation View 2 and impacts during construction would be less than significant.

Key Observation Point 3 (View Corridor C-C) is to the southwest towards Basin 3 within the project site. Views of the Santa Monica Bay/Pacific Ocean beyond the North Breakwater are the designated views from this location. The project site (primarily Basin 3 and Mole D) is visible between the park and the open water. Construction activities and construction equipment would be visible, primarily at Mole D in the north (right) of the available view corridor; however, from this distance, the activities and equipment would be difficult to visually distinguish from other features located at a similar distance and as such would largely blend into overall view and not be visually prominent. No construction activities would occur within the water visible from this location. While some of the larger equipment could potentially encroach into the views of the water, primarily at the northern edge of the view corridor, this temporary encroachment would occupy only a small portion of the larger viewshed, and the primary views of the water would remain open. Therefore, construction would not have a substantial adverse effect on the designated local valued view at Key Observation View 3 and impacts during construction would be less than significant.

North Harbor Drive – Key Observation Views 4 and 5

As described under Existing Setting, existing views of the water from Harbor Drive are limited by elevation and distance, as well as by intervening landscaping (e.g., palm trees), buildings, and other features (e.g., light poles, signage, and splash wall, parked vehicles). Furthermore, the project would include construction fencing around the project site consistent with RBMC Section 9-1.16 to block views of the construction equipment and activities. However, this would also result in temporary obstruction of views of the water, as well as views into the project site. Some taller construction equipment, including cranes and concrete crusher, may be visible over the fence from Harbor Drive. While this would result in a temporary adverse effect on views of the water from Harbor Drive, the views that are available are limited and of low to moderate quality. Similar or higher quality views of the water are available from other roadways to the north and south of the project site (e.g., Harbor Drive to the north of the project site, Torrance Boulevard east of the project site, and George Freeth Way to the south) and visual obstruction from construction fencing and visual appearance of taller equipment would be temporary and not result in a substantial adverse effect on a designated local valued view. Specific construction impacts at Key Observation Views 4 and 5 are addressed below.

A narrow view of the water is available from Key Observation View 4, across a surface parking lot. Temporary construction fencing would surround the project site, which would block that view of the water, as well as most of the construction activities and equipment. However, taller equipment (cranes and concrete crusher) and activities occurring at heights above the construction fence line (e.g., roofline demolition and construction of one-story buildings, construction of second and third stories on taller buildings, and removal/installation of palm trees) would be visible. Compared to existing views of the water from Key Observation View 4, similar or higher quality views of the water as are currently available at this location, are available from other roadways to the north and south of the project site (e.g., Harbor Drive to the north of the project site, Torrance Boulevard east of the project site, and George Freeth Way to the south). Visual obstruction from construction fencing and visual appearance of taller equipment would be temporary and would not result in a substantial adverse effect on a designated local valued view. Therefore, construction would not have a

substantial adverse effect on the designated local valued view at Key Observation View 4 and impacts during construction would be less than significant.

Currently Key Observation View 5 is of Captain Kidd's Fish Market and Restaurant and landscaping in the foreground and background. No views of the water are available at this location. Construction fencing would surround the project site to obscure most of the construction activities and equipment, including demolition of Captain Kidd's. However, taller equipment (cranes and concrete crusher) and activities occurring above the construction fence line (e.g., roofline demolition and construction of one-story buildings, and construction of two and three story buildings, removal/installation of palm trees) would be visible. The visual obstruction from construction fencing and visual appearance of taller equipment and activities would be temporary and would not result in a substantial adverse effect on a designated local valued view. Therefore, construction would not have a substantial adverse effect on the designated local valued view at Key Observation View 5, and impacts during construction would be less than significant.

Proposed/New Main Street – Key Observation View 6

Key Observation View 6 is located within the project site and the general public would not have access to this location during construction activities. While the temporary loss of water viewing opportunities from within the project site would be adverse, opportunities for water views would continue to be available from locations to the north and south of the project site (e.g., the boardwalk near the Portofino Inn Conference Center to the north and the Monstad Pier and Strand to the south). Therefore, construction would not have a substantial adverse effect on the designated local valued view at Key Observation View 6 and impacts during construction would be less than significant.

Views from the Water – Key Observation View 7

During construction, portions of the harbor located near waterside construction activities, such as Key Observation View 7, would be closed to the public. However, construction activities would be visible from other areas of the harbor that remain open. The landside would be surrounded by construction fencing to obscure construction activities and equipment. However, as with views from the land, taller equipment (cranes and concrete crusher) and activities occurring above the construction fence line (roofline demolition and construction of one-story buildings, and construction of two- and three-story buildings, removal/installation of palm trees) may be visible from the water. Additionally, waterside construction activities, in particular those closer to the main channel of the harbor such as construction of the small craft boat launch ramp and breakwater and replacement of the timber portion of the Horseshoe Pier, would be visible from the water. While these activities would temporarily detract from the scenic quality of the harbor, the primary scenic views towards the open water of the Santa Monica/Pacific Ocean would remain available. King Harbor is a busy harbor that supports a high level of activity and variety of vessel types and the presence of construction equipment and activities would not have a substantial adverse on the designated local valued view at Key Observation View 6 and impacts during construction would be less than significant.

Operation

The proposed project would result in construction of 304,058 square feet of net new development, for a total of 523,939 square feet of retail, restaurant, creative office, specialty cinema, and a boutique hotel, which would alter views of the project site from surrounding

locations. Following is an assessment of how views from the seven Key Observation Views would change.

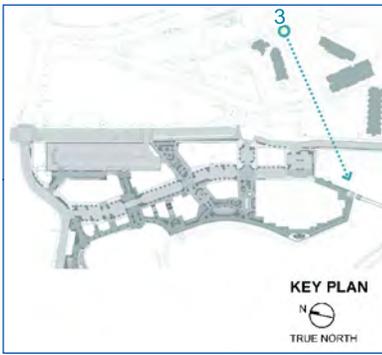
Czuleger Park – Key Observation Views 1 Through 3

Key Observation View 1: The project site is not visible from Key Observation View 1 (View Corridor A-A). Therefore, operation would not have a substantial adverse effect on a scenic view from Key Observation View 1 and no impact would occur.

Key Observation View 2: The only features at the project site that may be visible from Key Observation View 2 (View Corridor B-B) are tall trees located on-site. Proposed structures would not be visible. It is possible that existing trees would be removed/relocated and new trees would be planted that could be visible; however, views of the water from this location are limited, and a possible change in the placement of trees would not adversely affect these views. Therefore, operation of the proposed project would not have a substantial adverse effect on a designated local valued view from Key Observation View 2 and the impact would be less than significant.

Key Observation View 3: Features of the proposed project would be visible from Key Observation View 3; however, the views of Santa Monica Bay/Pacific Ocean would remain. As shown in Figure 3.1-7, new development at Mole D in the northern portion of the project site would be visible at the northern edge (right) of the view corridor. This primarily consists of the proposed market hall, which is a predominantly one-story building, with partial second-story. While the new development does slightly reduce the amount of visible water area at the edge of the view corridor, views of the open water remain the prominent feature, and there is no visual change to the horizon. Additionally, the new development would be a lower profile than the existing buildings in the foreground and would visually blend with the existing buildings and landscaping. A new building on Pad 2 on Horseshoe Pier would be visible behind landscaping at the southern edge (left) of the view corridor. As with the development on Mole D, the new building would blend with the existing buildings and landscaping, and there would be no change to the horizon, while open water views remain prominent.

Also visible would be the proposed pedestrian bridge that spans the mouth of the Basin 3. The proposed bridge is a bascule bridge (commonly referred to as a drawbridge) with two approximately 79-foot lift (or bascule) sections with two fixed approaches (see Figure 2-15 in Chapter 2 Project Description). The free (movable) end of the bascule sections would be suspended from steel cable pendants that radiate from 45-foot columns (or towers) on opposite bridge piers. As shown in Figure 3.1-7, the bridge and steel cable pendants would be visible in the center of the view corridor, between the park and water. The cable pendants encroach into the view of the water; however, they would be thin and not visually intrusive nor would they block the views of the water or horizon. The bridge is depicted in the closed position, which would be the typical visual condition. The opening and closing of the bridge, which would occur as needed for taller vessels to enter or leave the Redondo Beach Marina, would be visible from Key Observation View 3. It should be noted that while inclusion of the proposed bridge as part of the project would have the aforementioned effect to existing views, it would also provide new unobstructed views of the harbor and open water for pedestrians and bicyclists on the bridge. While the motion of the bridge opening and the bridge in an open position could potentially distract viewers from the water views, this would be temporary and water views would continue to be available from Key Observation View 3. Further, the bridge would provide a new visual element that contributes to the visual character of the project site.



EXISTING CONDITION



PROPOSED DEVELOPMENT WITHOUT LANDSCAPING



PROPOSED DEVELOPMENT WITH LANDSCAPING



Source: CDM Smith & Callison, 2015
For discussion purposes only. Actual development and placement details may vary.



Other visible features, such as new flags and landscaping (including palm trees) are minor visual elements and do not result in obstruction of the valued view. As described above, and visually depicted in Figure 3.1-7, operation of the proposed project would not have a substantial adverse effect on the designated local valued view at Key Observation View 3 and the impact would be less than significant.

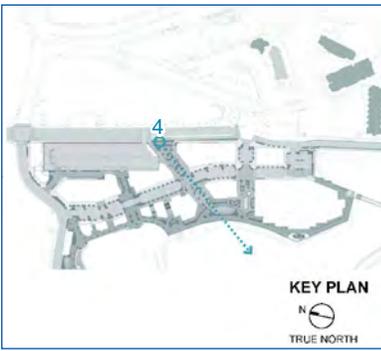
North Harbor Drive – Key Observation Views 4 and 5

Currently, limited background views of the water are available from Harbor Drive, although those views are partially obscured by intervening landscaping (e.g., palm trees), buildings, and other features (e.g., light poles, signage, and splash wall, parked vehicles). Further, the accessibility of views is currently limited by elevation and distance. With implementation of the proposed project, the amount of development within the northern portion of the site would increase. With the increase in development, including new buildings located adjacent to Harbor Drive, as well as a new three-story parking garage, with parking on four-levels, at the northeast corner of project site on Harbor Drive, the locations where background views of the water are visible from Harbor Drive would decrease between Portofino Way and current terminus with Pacific Avenue.

As described below, two view corridors would provide enhanced views of the water from Harbor Drive by providing a visual corridor that leads the viewer's eyes to the water. Additionally, the proposed project includes the Pacific Avenue Reconnection, which extends Harbor Drive by connecting that roadway and Pacific Avenue to Torrance Circle. The segment of this connection along Basin 3 would provide a largely unobstructed view of the Redondo Beach Marina and open waters beyond, thereby creating a new extension of roadway with water views. Further, this segment of the roadway would be located at a slightly higher elevation than the existing Harbor Drive, which would increase the amount of water within view, and thereby enhance the visual context. Within the northern portion of the project site, the new main street would establish a new roadway that has views of the water at a closer range than Harbor Drive, thereby enhancing the value of views available to motorists.

As described above, existing water views would decrease along portions of Harbor Drive south of Portofino Way, but new, higher quality, water views would be established along other portions of Harbor Drive and Pacific Avenue Reconnection (a continuation of Harbor Drive). This project would also allow for new views of the water from the new main street. As described in greater detail in the subsequent paragraphs, operation of the proposed project would not have a substantial adverse effect on the designated local valued view from Harbor Drive and the impact would be less than significant.

Key Observation View 4: As shown on Figure 3.1-8, the existing wide view from Harbor Drive contains a surface parking lot, which would be replaced with a view corridor consisting of open space framed by new buildings. As shown in the Figure 3.1-8, taller landscaping would be placed along the edges of the corridor to soften the buildings, but would remain low in the center of the corridor. The addition of new landscaping and removal of the large expanse of asphalt serve to enhance the view by increasing the visual interest and visual harmony with the surrounding environment, as well as drawing the viewer's eyes to the water and the horizon. At this location, the amount of water visible in the distance would not substantially decrease, although the surroundings would change from open asphalt and more distant landscaping and structures to buildings in the foreground. Views of the Palos Verdes Peninsula would no longer be available from this location; however, views of the Palos Verdes Peninsula are not the focus of public views from Harbor Drive. As discussed in Section



EXISTING CONDITION



PROPOSED DEVELOPMENT WITHOUT LANDSCAPING



PROPOSED DEVELOPMENT WITH LANDSCAPING



Source: CDM Smith & Callison, 2015
 For discussion purposes only. Actual development and placement details may vary.



3.1.2.3.2.2, the focus of these view are on the Santa Monica Bay, which would remain under the proposed project. As described above, similar to views in general from Harbor Drive, the views of the water are currently limited to background glimpses, and this proposed project-related change in view is a less than significant impact. Operation of the proposed project would not have a substantial adverse effect on the designated local valued view at Key Observation View 4 and the impact would be less than significant.

Key Observation View 5: As shown on Figure 3.1-9, there are currently no views of the water from this location along Harbor Drive. Under the proposed project, a new view corridor to the water would be provided there, which provides water views. The view corridor would be through an access road that connects Harbor Drive, and its extension along the Pacific Avenue Reconnection with the new main street, and open space from the new main street to the water's edge. There would be a row of angled parking on both the north and south edges. Buildings would frame the corridor with landscaping along the edges and an open view to the water. Therefore, a new view to the water would be opened at Key Observation View 5, and operation of the proposed project would not have a substantial adverse effect on a designated local valued view from Key Observation View 5; the impact would be less than significant.

Proposed/New Main Street – Key Observation View 6

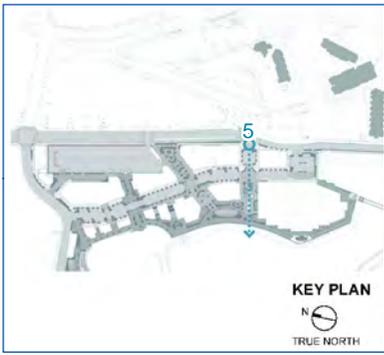
As shown on Figure 3.1-10, Key Observation View 6 depicts a view internal to the project site from the new main street looking towards the modified Seaside Lagoon. As shown in Figure 3.1-10, while there would be more buildings under the proposed project than under existing conditions, the opening of the lagoon would provide a view of the harbor water from this location, as opposed to the existing view that provides only a narrow view of the enclosed lagoon surrounded by chain link fencing and no view of the harbor beyond the splash wall.

The increased view of the water and the removal of the chain link fence and surface parking would enhance the view from existing conditions. Additionally, this portion of the project site would be elevated compared to existing conditions, which would also positively affect the views available from the new main street. Therefore, a new view to the water would be provided at Key Observation View 6, and operation of the proposed project would not have a substantial adverse effect on the designated local valued view at Key Observation View 6; the impact would be less than significant and, in fact, would be beneficial.

Views from the Water – Key Observation View 7

As shown on Figure 3.1-11, Key Observation View 7 depicts a view from the water looking towards the entrance of Basin 3 and new pedestrian bridge. As shown on Figure 3.1-11, new development would be visible in the north (left) near the water's edge that eliminates the views of the apartments and condominiums in the distance from this location. The pedestrian bridge would be the primary visual feature in the center, while the view of the bluff in the background is largely unchanged. To the south (right), from this distance, the new development would provide a similar visual profile, although a new building would be visible, located on Pad 2 of Horseshoe Pier.⁹

⁹ As noted previously, the rendering depicts a slightly different angle than shown in the photograph. The greater visibility of the Horseshoe Pier depicted in the rendering as compared to the photograph is result of the difference in angle. The height of the Horseshoe Pier deck would not be altered.



EXISTING CONDITION



PROPOSED DEVELOPMENT WITHOUT LANDSCAPING



PROPOSED DEVELOPMENT WITH LANDSCAPING



Source: CDM Smith & Callison, 2015
 For discussion purposes only. Actual development and placement details may vary.





EXISTING CONDITION



PROPOSED DEVELOPMENT WITHOUT LANDSCAPING



PROPOSED DEVELOPMENT WITH LANDSCAPING



Source: CDM Smith & Callison, 2015
 For discussion purposes only. Actual development and placement details may vary.



Existing Condition



Proposed Development



For discussion purposes only. Actual development and placement details may vary.

Source: CDM Smith & Callison, 2015



While there are more buildings visible from the water, the buildings would be located at a similar profile as the existing buildings and they largely blend in the overall view of the shoreline, while views of the bluff above the project site remain visible. Operation of the proposed project would not have a substantial adverse effect on the designated local valued view at Key Observation View 7 and the impact would be less than significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact AES-2: The proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings.

Construction

During project construction, the visual character and quality of the site would be degraded as a result of site demolition and construction activities and the onsite presence of construction equipment; however, this impact would be temporary over a 27 to 30 month period. The construction site would be also screened from public view during construction activities, consistent with RBMC Section 9-1.16. The entire project site would be closed to the public during construction, with the exception of limited access to Kincaid's restaurant on the Horseshoe Pier, and while visual character would be altered and visual quality would be reduced at this location, the waterfront views available from Kincaid's and open portion of the pier would remain. From locations outside of the project site, the construction site would be screened from public view during construction activities, consistent with RBMC Section 9-1.16. Thus visibility into the site would be limited to areas of higher elevation, such as Czuleger Park. Taller equipment, such as building cranes, and activities that extend above the fence line, such as construction of upper stories of buildings, would also be visible from locations outside of the project site. While this would temporarily change the visual character and reduce the visual quality of the site, construction activities and equipment would be temporary and not result in permanent visual degradation that would substantially degrade the existing visual character or quality of the site and its surroundings. Therefore impacts during construction would be less than significant.

Operation

As discussed in Section 3.1.2.3.1, the project site is currently developed with 219,881 square feet of structures (not including the parking facilities), with limited landscaping. The site is visually characterized by large paved surface parking lots and stand-alone buildings dispersed haphazardly throughout in the northern portion of the site with no central connectivity, while the southern portion of the site is more densely developed than the northern portion and largely characterized by tourist facilities, including small shops and restaurants and the Horseshoe Pier. There is limited visual and physical connectivity between the northern and southern portions of the site, and a number of structures are currently suffering from physical deterioration.

The proposed project would result in construction of 304,058 square feet of net new development, for a total of 523,939 square feet of retail, restaurant, creative office, specialty cinema, a boutique hotel, and a small craft boat launch facility (which includes a breakwater).

As shown in Figure 3.1-12, while the site would be visually altered by the presence of new buildings, the new development would be at a similar elevation to the existing development, continuing to be at a lower profile than surrounding development on the bluffs above. Further, the existing character of the site as a coastal commercial and recreation center would be retained if not enhanced, and the proposed project would not result in the removal of any substantial visual resources, such as the harbor or ocean, and would enhance the visual quality of Seaside Lagoon. As with the existing buildings, heights of buildings in this area would comply with the requirements in the RBMC.¹⁰ Buildings north of the southerly boundary of Seaside Lagoon would vary from one- to three-stories with a maximum of 45-feet (as measured from the existing sidewalk grade at Harbor Drive at the point nearest to the building or structure), and buildings south of the southerly boundary of Seaside Lagoon would be one- and two-story with a maximum height of 37-feet. All accessory buildings at Seaside Lagoon would be one-story (maximum of 30-feet in height).

As described in Section 3.1.2.1.4, the project site currently is a visual patchwork of architectural styles and a number of the structures are suffering from physical deterioration. Landscaping and other features have a similar varied appearance.

The proposed project would establish a new design for the project site that creates a more visually harmonious style across the northern and southern portions of the site that incorporates some similar style and design elements. This would be accomplished through the use of design elements such as a complementary color palette and building materials.

The palette and materials and other design elements would provide sufficient variation and flexibility so no one material or color would dominate the architecture.

The design for the proposed project includes buildings with a high degree of articulation and varied rooflines that incorporate building materials, such as stone, board and batton, tile, concrete and non-reflective glass, to provide variation but still have a visual cohesiveness designed to provide a sense of place. The design concept is to provide a design that is rooted in the historic beach towns of Southern California and in the history of the City itself, while at that same time presenting a contemporary aesthetic that reinforces the uniqueness of the site and the coastal commercial and recreational character. Further, the architectural compatibility and quality would be assessed through the Design Review Process contained in RBMC Section 10-5.2502.

A drought tolerant landscape palette would be established throughout the site, designed to create visual interest, soften building edges, and complement the architecture and enhance public spaces.

Although the changes to the visual quality of the site would be noticeable, the addition of new design elements and improved public spaces will enhance the visual quality of the site. The coordination of design elements would result in an organized aesthetic that is generally considered beneficial.

¹⁰ Height is defined in Redondo Beach Municipal Code Section 10-5.402(a)(29).



For discussion purposes only. Actual development and placement details may vary.

Source: Kosmont, 2012 and Callison, 2015



Northern Portion of the Project Site

The proposed project would result in new buildings and new and enhanced amenities, such as high quality open space and an improved boardwalk, the site that would replace the surface parking lots of the existing buildings (with the exception of the restroom at Seaside Lagoon). The elements would be organized, centered along the new main street, so that visual clutter would not occur. Figure 3.1-13 presents a conceptual rendering at the entrance of the new main street from Portofino Way.¹¹ The taller (two- and three-story buildings) would largely be located on the east side of the street towards Harbor Drive, while the west side would be lined with small, one story buildings, a market hall that includes outdoor and roof dining, enhanced open space and plazas with ocean views. See Figures 3.1-14 to 3.1-16 for conceptual renderings of views along the boardwalk next to Seaside Lagoon (Figure 3.1-14), along the boardwalk towards the proposed market hall (Figure 3.1-15), and view of the proposed market hall and northern portion of the project site from the entrance to Basin 3 (Figure 3.1-16).

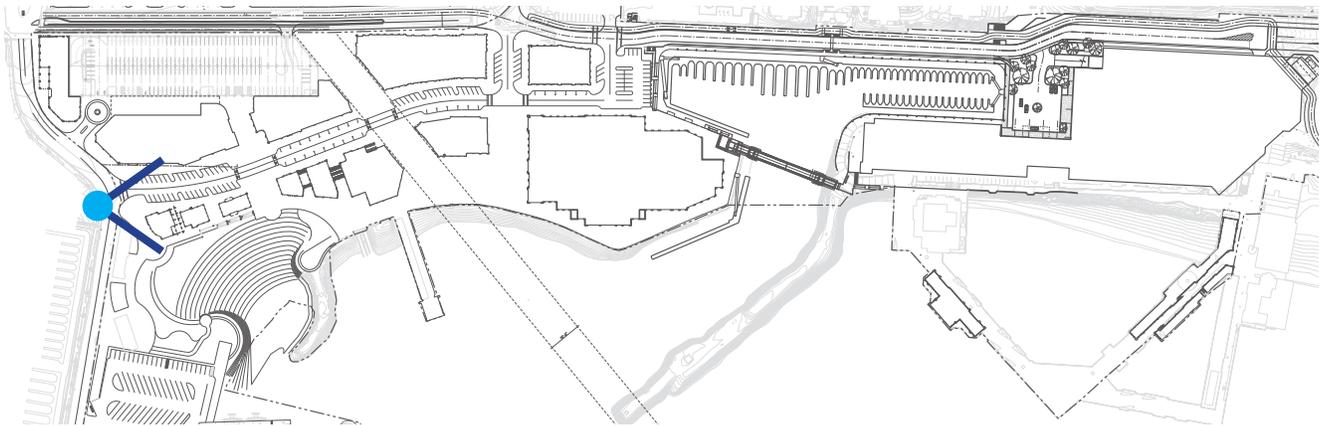
The new buildings and parking structure along Harbor Drive would be designed to incorporate features that would create visual interest and enhance the pedestrian experience. This would include varied architecture features including building articulation and a variety of complementary design styles, building materials that provide a variety of textures and colors, and public art that may include murals along the façade of the parking structure. See Figure 3.1-17 for a conceptual rendering of building located at the intersection of N. Harbor Drive and Portofino Way. New landscaping would also be installed to enhance overall visual appearance.

The Meistrell Brother's statue would be relocated under the proposed project. The precise location has not been determined; however, it may be relocated within the northern portion of the project site. Additionally, new public art would be designed and installed in compliance with the City's public art requirements, including review and approval by the Public Art Commission. Compliance with the Public Art Commission would ensure the establishment of public art components throughout the northern portion of the project site that are well designed and readily visible to the public.

Seaside Lagoon would be modified into a beach and swimming lagoon that is open to the ocean and no longer surrounded by a chain link fence. This conversion of the lagoon to a more accessible and more natural feature would improve the visual quality. The existing slides and fountains that contribute to the artificial appearance would be removed and the modified lagoon would be visually consistent with the overall appearance of the harbor. See Figure 3.1-18 for a conceptual rendering of the modified Seaside Lagoon with a view towards the east.

Due to the age and deteriorated condition of the pier and the building on top, the Sportfishing Pier currently has a low visual quality. Therefore, the removal and possible replacement of the pier would not substantially degrade the existing visual character or quality of the project site.

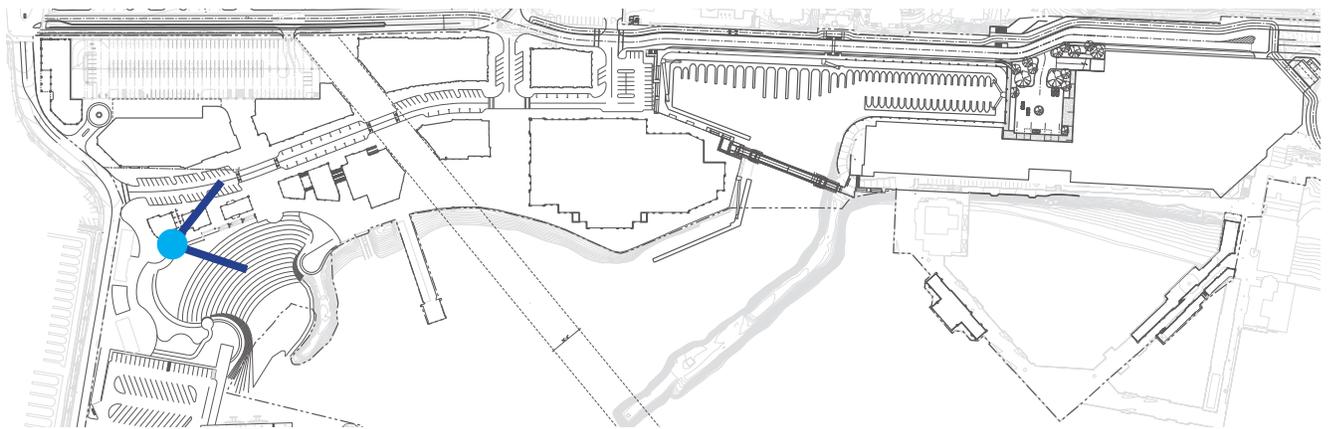
¹¹ In order to assist the reader in understanding the proposed views at the project site, each rendering (Figures 3.1-15 to 3.1-22) includes a key map with a designated "V" to show the direction and extent of the view corridor being represented.



For discussion purposes only. Actual development and placement details may vary.

Source: Callison, 2015

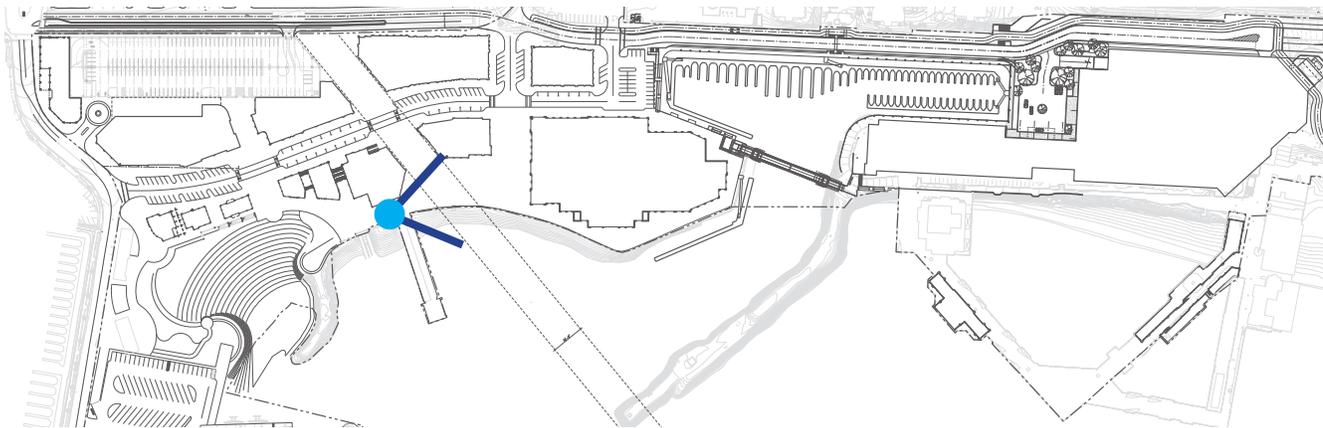




For discussion purposes only. Actual development and placement details may vary.

Source: Callison, 2015

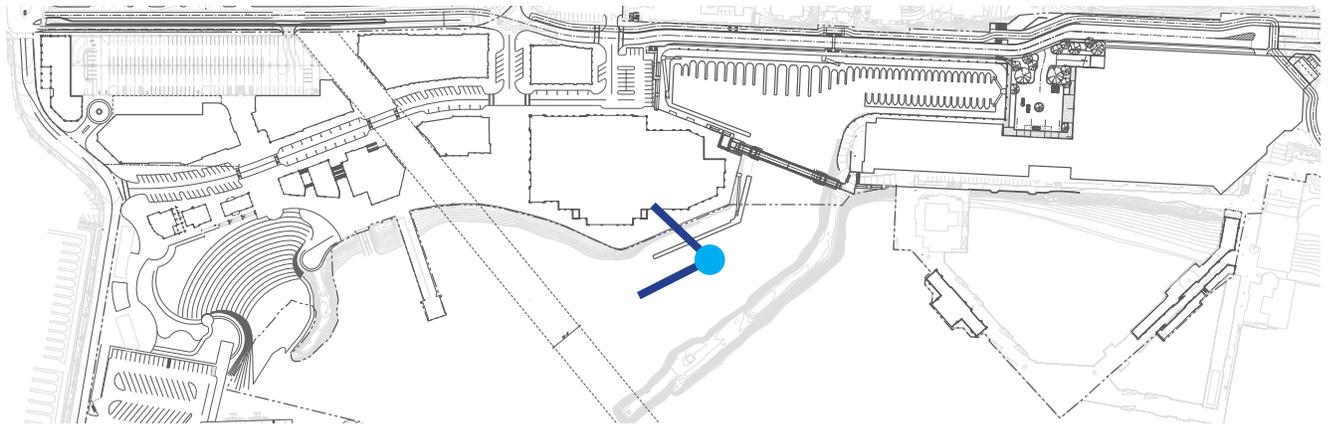




For discussion purposes only. Actual development and placement details may vary.

Source: Callison, 2015

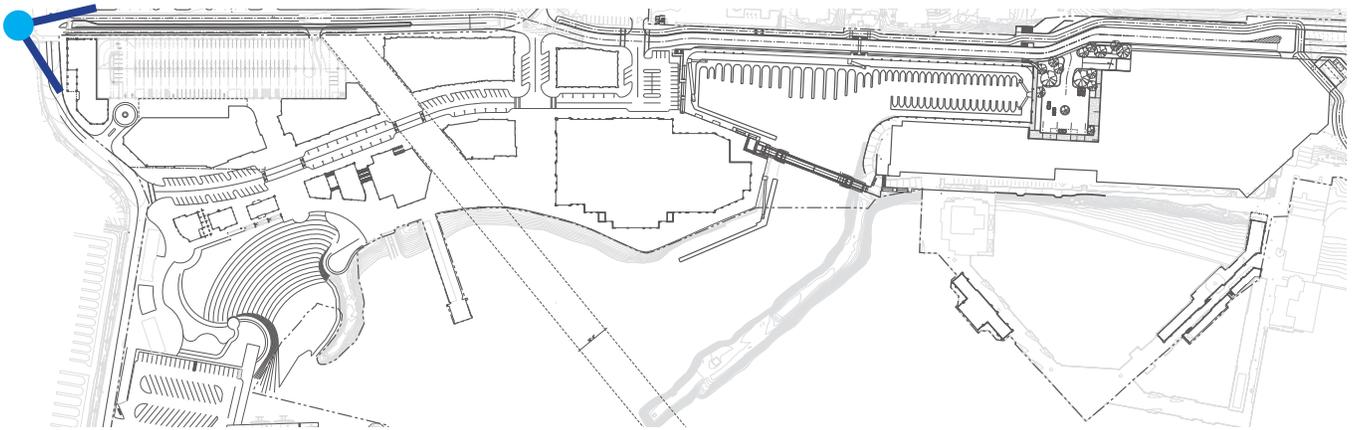




For discussion purposes only. Actual development and placement details may vary.

Source: Callison, 2015

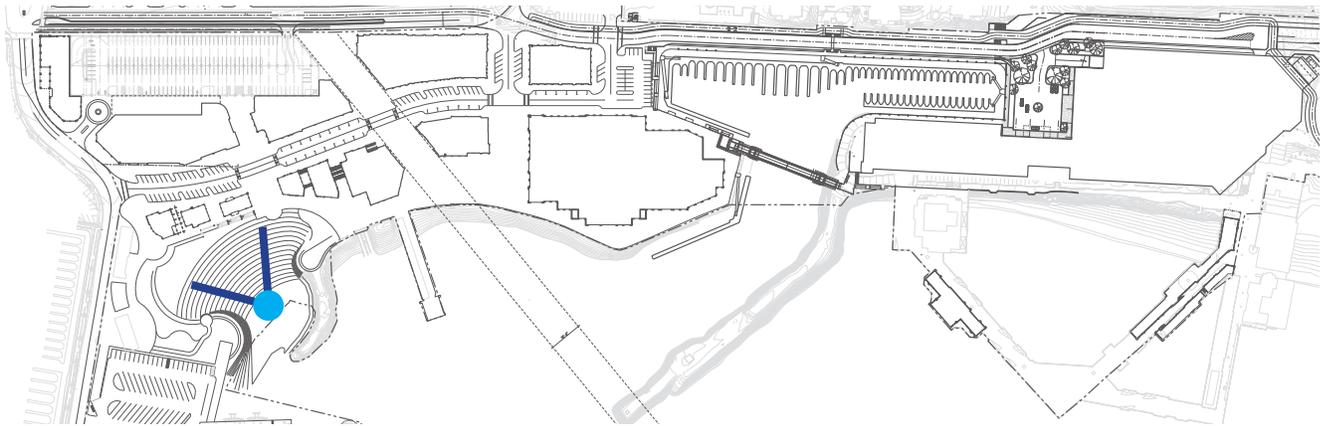




For discussion purposes only. Actual development and placement details may vary.

Source: Callison, 2015





For discussion purposes only. Actual development and placement details may vary.

Source: Callison, 2015



Under the proposed project, the existing “working waterfront” and recreational character of the northern portion of the project would shift to a more tourist and recreational character; this would continue to be consistent with the overall unique coastal character of the harbor area and would not represent a substantial degradation. Further, the proposed project would be a well-designed visually interesting site that would capitalize on the waterfront setting. The proposed project would not substantially degrade the visual character or quality of the northern portion of the project site and the impact would be less than significant.

A small craft boat launch facility (which includes a launch ramp, breakwater and parking) is proposed at the northwestern most portion of the project site at the location of Joe’s Crab Shack. The launch ramp would be a low profile structure whereas the breakwater would be at its highest point of 12 feet Mean Low Low Water (see Figure 2-13 in Chapter 2 Project Description for a side view of the breakwater). The breakwater would be similar in height and appearance as the jetty/breakwater adjacent to the Seaside Lagoon, as well as the North (Outer) and South Breakwaters, which are within or in close proximity to the project site. Therefore, the breakwater would not substantially degrade the visual character or quality of the northern portion of the project site and the impact would be less than significant.

Southern Portion of the Project Site

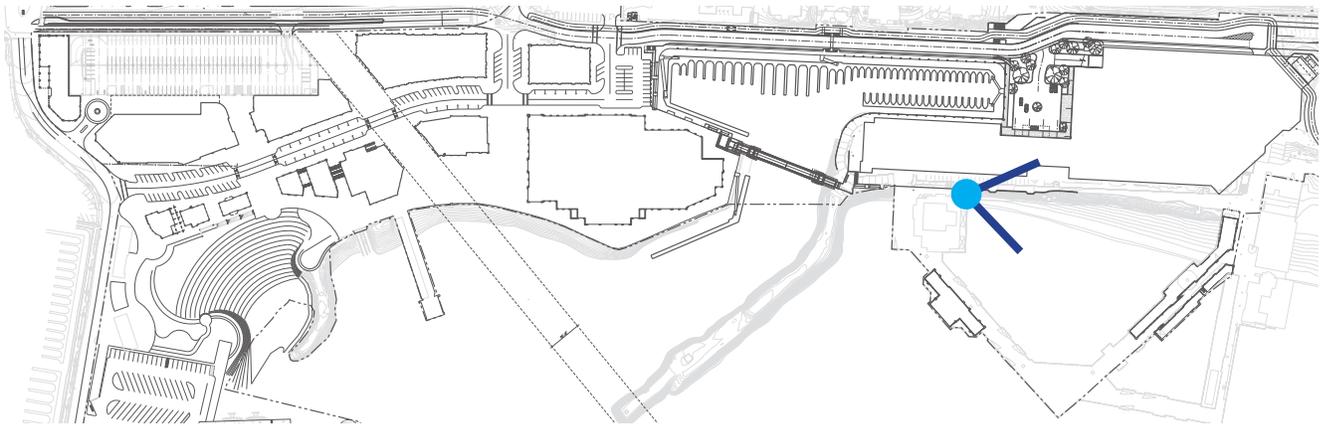
As with the northern portion of the project site, the proposed project would result in new buildings and new amenities such as high quality open space and enhanced boardwalk, that would replace the existing buildings (with the exception of Kincaids) at the southern portion of the site. The existing Pier Parking Structure would be replaced with a new structure at a similar location, but it would no longer front the water.

New buildings would be constructed on Horseshoe Pier, including replacement buildings and one building on a building pad that is currently vacant. These new structures would be designed to maintain the charm of the existing structures, which would maintain or improve their visual connection to the ocean. A new hotel would be constructed with balconies and terraces fronting the public boardwalk. See Figure 3.1-19 for a conceptual rendering that shows a view of the replacement buildings on the southern segment of the Horseshoe Pier (from Kincaid’s looking south), and Figure 3.1-20 for a conceptual rendering of the proposed hotel and boardwalk (from the pier looking north).

The George Freeth Memorial and the mural in the parking structure depicting the historic photograph of Diamond Street and Pacific Avenue would be retained, but relocated.

The mural in the parking structure is currently placed where the original photograph was taken, and it may not be possible to place the mural at the same location; however, if feasible and appropriate based on site design, the mural would be placed in the general vicinity.

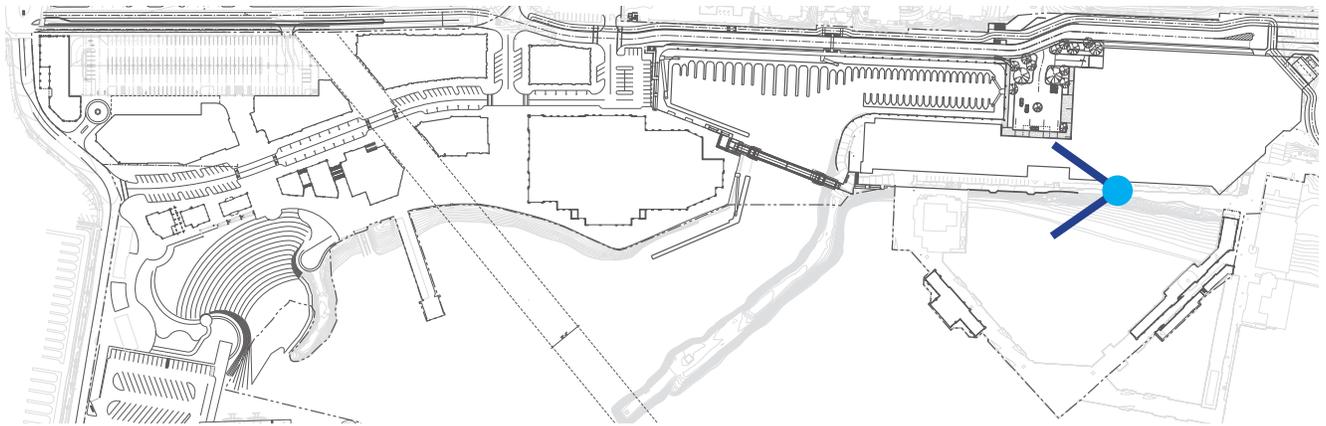
The construction of the new bicycle path and Pacific Avenue Reconnection would require the replacement of the Ocean Steps and the installation of new retaining wall over the existing retaining wall at the elevated walkway where decorative tiles are located. The applicant would work with the Redondo Beach Public Arts Commission to establish a similar feature to the Ocean Steps tiles on the new stairway. It is unlikely that the tiles on the retaining wall could be removed intact.



For discussion purposes only. Actual development and placement details may vary.

Source: Callison, 2015





For discussion purposes only. Actual development and placement details may vary.

Source: Callison, 2015



The Horseshoe Pier may be re-surfaced as part of the proposed project, which would result in the removal of the concrete stamps. Additionally, the sail shade structures would likely be removed and replaced with new design features that provide a consistent theme and design style with features located around the project site. As with public art in the northern portion of the project, the new design features on the pier and through the project site would be subject to the City's public art requirements, including review and approval by the Public Art Commission. Compliance with the Public Art Commission would ensure the establishment of public art components throughout the project site that are well designed and readily visible to the public. While new buildings would be constructed and the amount of development would increase by 62,160 net new square feet, the visual character of the southern portion of the site would continue to be coastal commercial and recreation-oriented. As with the existing buildings, heights of buildings in this area would comply with the requirements in the RBMC.¹² The hotel would be three-stories and would not exceed two stories or a height of 30-feet above the current top deck of parking structure (similar to the current building height of Pier Plaza). The new/replacement buildings on the pier would have a maximum height of 30 feet, as measured from pier deck.

With the new architecture design and enhanced landscaping and amenities, the visual quality of the southern portion of the site would increase. The proposed project would not substantially degrade the visual character or quality of the southern portion of the project site and the impact would be less than significant.

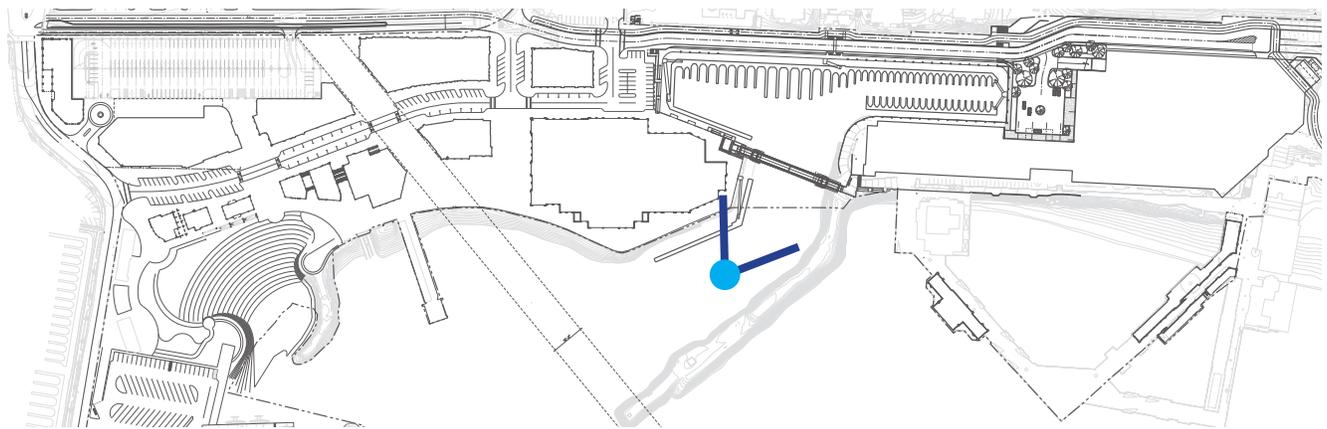
Basin 3

Basin 3 would continue to function as the site of the Redondo Beach Marina and no change in visual character would occur. The docks within Basin 3 would be reconstructed/replaced and the bulkhead would be recapped which would maintain or enhance the visual quality. The pedestrian/bicycle bridge, as shown conceptually in Figure 3.1-21, located at the mouth of the harbor would provide a new visually interesting feature that would be consistent with coastal atmosphere. The proposed project would not substantially degrade the visual character or quality of Basin 3 and the impact would be less than significant.

Other Improvements

Improvements in connectivity at the project site would result in enhancement to the boardwalk at the water's edge and the Pacific Avenue Reconnection. The boardwalk improvements would include resurfacing, which would improve the visual quality and provide a sense of continuity throughout the project site. New landscaping, signage, and lighting would also result in a visual benefit. The Pacific Avenue Reconnection would replace the International Boardwalk. The International Boardwalk currently has a low visual quality, given its aging condition as well as the aging access road that fronts the building. While the Pacific Avenue Reconnection roadway itself would not be a valued visual feature, it would not degrade the existing visual character or quality and the new landscaping edges and decorative railing would contribute to the overall visual quality of the project site (see Figure 3.1-22 for a conceptual rendering of the new Pacific Avenue Reconnection and pedestrian/bicycle connections in relation to the proposed development).

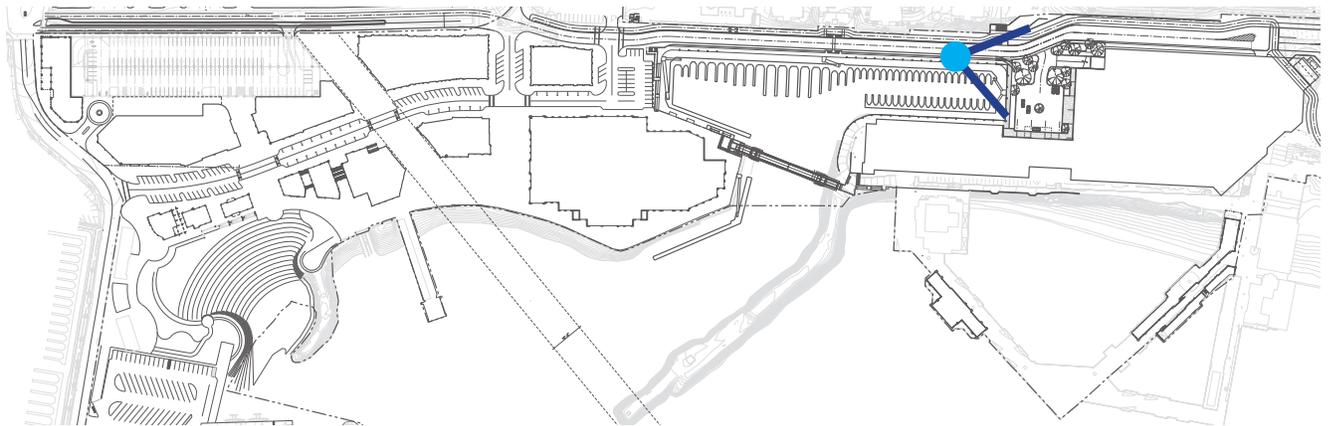
¹² Height is defined in Redondo Beach Municipal Code Section 10-5.402(a)(29).



For discussion purposes only. Actual development and placement details may vary.

Source: Callison, 2015





For discussion purposes only. Actual development and placement details may vary.

Source: Callison, 2015



Improvements to utilities would largely be underground and thus not affect visual conditions. While the existing Los Angeles County stormdrain outfalls would not be structurally modified, the deteriorated visual appearance would be improved as feasible. Service and loading areas would be located along the parking structures and would be screened from view so would not degrade the visual quality of the site.

Additional improvements such as a new landscaping, open space, signage, and lighting would be integrated into the overall design of the site, which would contribute to the overall visual quality and would enhance a “village-like” character throughout the project site (see Figures 3.13 through 3.1-15).

Improvement to site security would include use of nighttime security lighting, security cameras, and lighted landscaping that allow for clear sight lines. In addition, architectural design features to improve security would be considered, such as placement of windows, stairways, pathways, and building entrances to enhance visibility throughout the site and avoid the presence of blind spots. These features would be integrated into the overall design and landscape plans, and would not reduce the visual quality of the site.

The other improvements would not substantially degrade the visual character or quality of the project site and the impact would be less than significant.

Mitigation Measures

Impacts would be less than significant.

Residual Impacts

No mitigation is required.

Impact AES-3: The proposed project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

As discussed in Section 3.1.2.4, existing moderate levels of exterior lighting are typical for the level of commercial and residential development in the project site and immediate vicinity. Existing light sources located in the immediate vicinity of the project site include street and parking lot lighting, lighting associated with recreational uses (i.e., boat and marina lighting) to the north, restaurant and hotel uses to the north, northwest and east, residential uses to the east and southeast, and recreational and residential uses to the south.

Light

Construction

During construction, light levels are expected to be lower at the project site than existing conditions. Light sources during construction would primarily include security lighting, which would be directed inward towards the site, and lighting of Kincaid’s restaurant and public access (Kincaid’s would remain open during construction). Typically, construction work would be performed during normal workdays and hours (Monday through Friday from 7:00 AM to 6:00 PM). Although not proposed on a regular basis, should construction be required (e.g., to perform utility connections) during nighttime hours it would be performed in accordance with the RBMC (Section 4-24.701), which requires an afterhours construction permit. Nighttime construction activities, should they occur, would involve the use of on-site

lighting. The lighting would include floodlights focused on the work area and not onto adjoining properties. However, overall the ambient lighting levels are expected to be lower at the project site during construction than under existing conditions, and the use of nighttime construction lighting is not expected to increase the overall ambient glow emanating from the project site as compared to existing conditions. Further, this lighting would be limited in area and duration and focused on the work area within the project site, and thus would not create a new source of substantial light that would adversely affect nighttime views of sensitive viewers, which are primarily located at elevations above the project site. Further, a majority of the project's construction would be in accordance with the RBMC (Section 4-24.503), which limits construction hours to 7:00 AM. to 6:00 PM Monday through Friday and 9:00 AM. to 5:00 PM Saturday. Therefore, impacts related to nighttime construction lighting would be less than significant.

Operation

The proposed project would result in construction of 304,058 square feet of net new development, for a total of 523,939 square feet of retail, restaurant, creative office, specialty cinema, and a boutique hotel. The proposed project would also include a new parking structure (in the northern portion of the project site), the replacement of the Pier Parking Structure (in the southern portion of the project site), outdoor areas and amenities, as well as a new main street flanked by commercial uses and public walkways, and the reconnection of Pacific Avenue. The types of lighting associated with the proposed uses would include interior lighting and exterior lighting. Interior lighting includes the lights within the buildings and parking structures. Exterior lighting includes: street lighting along the Pacific Avenue Reconnection and new main street and parking areas; lighting associated with the Seaside Lagoon; replacement lighting associated with the Redondo Beach Marina in Basin 3 and Horseshoe Pier; lighting for the proposed pedestrian/bicycle bridge; lighting along pathways through the site and the boardwalk surrounding the site for purposes of pedestrian safety and security; architectural lighting; and, signage. In addition, proposed lighting would also be associated with the proposed small craft boat launch ramp facility.

In accordance with the RBMC Section 10-2.1706 (commercial and other nonresidential parking standards), lighting for parking areas of three or more parking spaces associated with new developments shall have adequate lighting to provide visibility and security. For additions to existing developments requiring Harbor Commission Design Review (which includes the submittal, review and approval of an application that must include information on exterior lighting) or changes in use requiring a Conditional Use Permit, lighting improvements to provide adequate visibility and security may be required as determined to be appropriate by the Harbor Commission. Further, for off-street parking and parking structures, the light source would not be visible from the street or surrounding residential properties and the lighting shall be reflected away from adjacent residential premises pursuant to RBMC Section 10-2.1706. Therefore, lighting associated with the proposed project would be required to illuminate the project site and reflected away from adjacent residential premises and streets. Although the lighting would continue to contribute to the overall ambient glow of the area, light spillover from the project site would not be allowed to occur.

As described in Section 3.1.2.4 above, there is existing lighting throughout the project site and surrounding development. Overall, the existing moderate levels of exterior lighting are typical for the level of commercial and residential development in the project site and immediate vicinity. Existing light sources located in the immediate vicinity of the project site include to the north, northwest and east, commercial uses (including hotel and restaurant use),

recreational uses (i.e., boat and marina lighting), residential uses to the east and southeast, and recreational and residential uses to the south. The nearby commercial and residential structures have lighting associated with security, architectural building, and landscaping. In addition, motor vehicles, and street and parking lot light fixtures also contribute to artificial nighttime light levels surrounding the project site. Existing light sources within the project site include light poles (approximately 20 feet tall) in the surface parking lots in the northern portion of the project site, exterior lighting for existing buildings (signage, security and architectural lighting) throughout the site, interior lighting from the existing buildings, entrance and interior lighting from the parking structures, decorative and security lighting along the piers and walkways, pole sign lighting, and flood lighting at the boat docks of the Redondo Beach Marina in Basin 3. The existing pole-mounted lights throughout the project site, including those along the elevated walkway and International Boardwalk, are unshielded.

As part of the proposed project, a new source of lighting includes the new parking structure in the northern portion of the project site, across the street from the Crowne Plaza Hotel. Currently, on the project site in the area of the Crowne Plaza Hotel there are several existing light sources, including the tall (approximately 20 feet tall) light-poles associated with the large surface parking lot, street lighting, Plaza Parking Structure lighting, and miscellaneous exterior and interior lighting associated with existing restaurants. The new parking structure and development along Harbor Drive would create additional exterior lighting for purposes of pedestrian safety and security, and signage. The proposed project also includes the Pacific Avenue Reconnection and a new main street through the center of the northern portion of the project site. The Pacific Avenue Reconnection includes a two-lane roadway (one-lane in each direction), separated bicycle path, and pedestrian walkway that would be at a lower elevation than the adjacent residential uses. The overall lighting along the Pacific Avenue Reconnection would comply with City roadway lighting requirements (for safety). The new lighting would increase within this area; however, the project light sources would not spill over onto adjacent residential uses. In addition, because the roadway is below the adjacent residential uses to the east, no vehicle lights would be visible off-site. The new lighting associated with the new main street would be entirely within the center of the project site and surrounded by new development; therefore, the light sources would not spill over onto adjacent residential uses. The proposed small craft boat launch ramp facility would also include lighting of the parking area (similar to the lighting that exists for the parking associated with Joe's Crab Shack), as well as lighting for safety purposes of the ramp and breakwater. Although the new lighting associated with the proposed project would contribute to the overall ambient glow of the project site and immediately surrounding areas, lighting from on-site uses would be required to be reflected away from adjacent residential premises so no light spillover would occur. The proposed project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Further, the project site is an urbanized area and the new lighting would blend with existing sources of ambient lighting.

Lighting along the pedestrian walkway/boardwalks would include lighting built into the railings and directed downward toward the walkway. In addition, it is expected that the new pedestrian bridge would be externally lit and internally illuminated using colored light emitting diodes (LEDs) designed to enhance the sites nighttime ambiance without creating a new source of substantial light. As with the new parking structure, although the lighting would contribute to the overall ambient glow of the project site and immediately surrounding areas, lighting from on-site uses would be required to be reflected away from adjacent residential premises so no light spillover would occur.

Similar to the existing lighting, the replacement of the southern timber portion of the Horseshoe Pier and new buildings would result in lighting similar to the existing pier lighting. The reconstruction of the Redondo Beach Marina in Basin 3 would also result in lighting of the docks and gangways similar to existing conditions. See Figure 3.1-23 for a conceptual simulation of nighttime lighting at the project site associated with the proposed project.

Potential impacts of the lighting on biological resources are addressed in Section 3.3 Biological Resources.

Although light sources on the project site would increase because of the proposed project, project light sources would not spill over onto adjacent residential areas in accordance with the RBMC. While additional lighting sources would be included on the project site, nighttime lighting conditions on and near the project site would not change substantially because of the proposed project. As described above, operation of the proposed project would not create a new source of substantial light that would adversely affect day or nighttime views in the area; therefore, impacts would be less than significant.

In addition, per the RBMC, the implementation of the proposed project would include lighting and signage plans subject to review and approval through the City's Harbor Commission Design Review process. Further, as part of the Conditional Use Permit process, the City is proposing Conditions of Approval, which would require, prior to the issuance of project approval, the incorporation of recommendations and conditions from the approved design and project-specific plan(s). The Conditions of Approval would be applied to the implementation of the project through the project plans and the building permit process. The City is proposing the following Condition of Approval as part of its Conditional Use Permit procedures:

COA AES-1: Lighting

Lighting at the project site would consist of lighting, including light emitting diodes (LEDs), aimed or shielded in such a manner as to limit light trespass, direct the visual impact of the display to the appropriate audience, and direct light away from adjacent residential premises. In addition, lights at the project site will be dimmed slowly at dusk over a 45-minute fade rate, controlled by an astronomical time clock. The transition from day to nighttime brightness will be required to occur gradually, to prevent a sudden change in perceptible brightness levels by pedestrians, motorists, and adjacent sensitive land uses. The lighting and signage plans associated with the proposed project shall be subject to review and approval through the City's Harbor Commission Design Review process.



Note: For discussion purposes only. Actual development and placement details may vary.

Source: Callison, 2015



Glare

Construction

Glare during construction can be caused by unshielded or misdirected lighting sources, or by the existence of reflective surfaces (such as polished metal). Possible sources of daytime glare during construction include the equipment used. Construction equipment is painted and is typically not glare inducing. In addition, a majority of the adjacent uses to the project site either is above the level of the project site or would be shielded from the project site by a fence that would screen the construction area. Therefore, construction of the proposed project would not create a new source of substantial glare in the area during construction and impacts would be less than significant.

Operation

Glare results from development and associated parking areas that contain reflective materials such as glass and highly polished surfaces. The existing sources of daytime glare on the project site is from façade windows, car mirrors and windshields (mostly from the large surface parking lot that makes up the majority of the northern portion of the project site and from the upper level of the Pier Parking Structure in the southern portion of the project site), and the water (which have a transitory glare condition from certain perspectives during the day). The proposed project would greatly reduce the amount of surface parking, which is a potential source of glare. Under the proposed project, the majority of vehicles would be parked in the new parking structures and largely shielded from view. Buildings and landscaping would shield the remaining surface parking, thereby reducing the potential for glare associated with parked cars. In addition, landscaping, structures, and design features (i.e., decorative screening on the parking structures), as well as the project site's elevation that is lower than many of the surrounding residential properties, would screen automobile headlights from cars using the project site. Thus, the headlights would not be anticipated to shine directly into adjacent light-sensitive uses (i.e., hotel and residential uses).

The existing buildings would be replaced with new structures; the new construction would include the use of many non-reflective building materials for the building façades, as well as the pier(s), marina docks and gangways, pedestrian/bicycle bridge, and small craft boat launch ramp facility. Non-reflective building materials include wood, cement, plaster, concrete, brick non-polished metal, and non-mirrored glass. By design, signage does not include large areas of reflective elements, because they would detract from the visibility of the signage. As such, operation of the proposed project would not incorporate substantial amounts of reflective building materials in areas that are highly visible to off-site glare-sensitive uses.

On-site buildings, signage or thematic elements would not incorporate reflective building materials or provide a source of auto headlight-related glare in close proximity to glare sensitive uses. Overall, the additional glare introduced to the project site would be similar to what exists currently and that of adjacent land uses.

Therefore, proposed project impacts related to glare would be less than significant. In addition, the implementation of the proposed project would include architectural design plans (including details on elevations of all sides of structures, color, materials, textures, ornaments, or other architectural features) subject to review and approval through the City's Design Review process (per RBMC Section 10-2.2502). The City is proposing the following Condition of Approval as part of its Conditional Use Permit procedures:

COA AES-2: Glare

All buildings, parking structures, and signage within the project site shall be prohibited from using large expanses of reflective materials such as mirrored glass in exterior façades. Buildings and structure façades shall primarily make use of textured and other non-reflective materials, such as, but not limited to wood, cement, plaster, brick, concrete, non-polished metal and non-mirrored glass.

In addition, methods such as screening and architectural design shall be incorporated into the new parking structures to prevent automobile headlights from shining directly into adjacent light-sensitive uses (e.g., hotels and residential uses).

The architectural design and plans for the proposed project, which include the materials and textures proposed for the buildings and structures, shall be subject to review and approval through the City's Harbor Commission Design Review process.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

3.1.5 Cumulative Impacts

Because the proposed project is a waterfront project, the geographic scope associated with cumulative aesthetic and visual resource impacts is the Redondo Beach harbor area. The harbor is comprised of approximately 150 acres of City-owned or managed land and water developed with a variety of commercial and recreational uses, including marinas, hotels, retail, restaurants, office, beaches, and bicycle and pedestrian paths. The harbor extends from the Monstad Pier in the south and the boundary of the City with the City of Hermosa Beach in the north. Historically, much of the harbor has been leased to private developers and operators. All land occupied by private entities is done so through rights conveyed by ground leases managed by the City. The primary visual resource within the harbor area is the harbor water and Santa Monica Bay/Pacific Ocean. The Redondo Beach General Plan does not list any scenic vistas within the City and the site is not designated as a highly scenic area in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation or by any local plan or ordinance. However, there are designated local valued views. Designated local valued views are public views that are sensitive to change due to some unique visual resource or are scenic in character. The context for assessing cumulative impacts to designated local valued views includes the potential for the proposed project to obstruct views of a designated local valued view.

As discussed above, the proposed project would not have a substantial adverse effect on a designated local valued view. The proposed project is located along the western boundary of the City and adjacent to Santa Monica Bay/Pacific Ocean, and there are no current or pending development projects immediately adjacent to the north or south of the project site that would, together with the proposed project, result in cumulative impacts to a designated local valued

view. The Shade Hotel is located to the north of the project site and are not visible from the designated local valued views identified within this analysis (i.e., Key Observation Views 1 through 7) and it created a wider view corridor in comparison to existing conditions. Therefore, the proposed project would not have a direct adverse effect on designated local valued views and is not considered cumulatively considerable. Cumulative impacts related to designated local valued views (Impact AES-1) would be less than significant.

The visual character of the project site and its surroundings refers to the physical characteristics of the area, such as land forms and architecture, and visual quality is associated with a viewer's perception of the physical characteristics. Although the overall geographic scope for aesthetics and visual resources is the Redondo Beach harbor area, for the purpose of assessing cumulative impacts related to visual character, a more focused geographic context is the built environment adjacent to the proposed project.

The visual character of the proposed project vicinity is defined by its coastal location. Development in the area largely supports tourism and recreational uses (such small shops and restaurants and support facilities for marinas), as well as capitalizes on views of the waters (such waterfront dining and mid-rise residential development and hotels). The predominant features of the northern portion of the harbor area are the marinas, associated surface parking, and marina-related service facilities such as maintenance areas, boat hoists, and marina offices. The southern portion of the harbor area is more densely developed with tourist-oriented facilities such as shops and restaurants and water-craft rentals, as well as the large Pier Parking Structure and Pier Plaza office development. Outside of the harbor area, to the east of the project site is mid-rise residential development. Overall, the proposed project is considered an aesthetic improvement compared to the existing conditions.

Other new development projects in the harbor area and surroundings would be required to comply with building height and intensity requirements and design standards set forth in the RBMC and applicable land use plans (including the General Plan, Coastal Land Use Plan, and Harbor/Civic Center Specific Plan) and as such would be constructed at a similar scale to existing development and incorporate high design standards consistent with the coastal ambiance of the area. The Shade Hotel removed a deteriorated restaurant surrounding by a surface parking structure and was determined to improve conditions at the site related to visual character because up an architectural design and other site improvements and related to scenic vistas as it created a wider view corridor in comparison to existing conditions. Therefore, current or pending development projects, including the Shade Hotel project, would not, together with the proposed project, result in cumulative impacts to the visual character of the surrounding area. As the area surrounding the proposed project redevelops over the long-term, the City must consistently apply design guidelines that require new developments to comply with applicable design and development standards. Accordingly, the cumulative change in the character and quality of the area would be positive as consistency in architectural styling and use of high quality construction techniques and materials would result in a coherent visual character. Guidelines and regulations identified in RBMC Title 10 Chapter 2 (Zoning and Land Use) were adopted to promote high quality development. Therefore, the proposed project does not have a direct adverse visual impact on the visual character (or quality) of the site and its surroundings and is not considered cumulatively considerable. Cumulative impacts related to visual character (Impact AES-2) would be less than significant.

The context for assessing cumulative impacts from light and glare includes existing and future light sources immediately surrounding the project site and in the general urbanized environment within the City along the waterfront and harbor. The ambient light in the area

consists of the existing lighting at the project site, lighting from commercial uses located to the north, east, and south, as well as the lighting from residential uses to the east of the project site. Compared to a dark rural setting, the ambient artificial lighting levels around the project site are considered relatively moderate. Development of the proposed project would introduce new or expanded sources of artificial light compared to what is visible from the public right-of-way under existing conditions. Existing light sources within the project site include light poles (approximately 20 feet tall) in the surface parking lots in the northern portion of the project site, exterior lighting for existing buildings (signage, security and architectural lighting) throughout the site, interior lighting from the existing buildings, entrance and interior lighting from the parking structures, decorative and security lighting along the piers and walkways, pole sign lighting, and flood lighting at the boat docks of the Redondo Beach Marina in Basin 3. The existing pole-mounted lights throughout the project site, including those along the elevated walkway and International Boardwalk, are unshielded, but directed towards the ground and project site to minimize spillover on surrounding uses and nearby light-sensitive receptors. Consequently, ambient light levels are likely to increase but not be substantially different from the lighting features that already exist in the surrounding environment. Although the new lighting would increase within the project area, the contribution of light from the proposed project in addition to light sources from neighboring uses would not result in a substantial cumulative impact because the proposed project and future projects in the vicinity, including Shade Hotel, would be subject to the lighting standards of RBMC Section 10-5.1706(c) that prohibits light sources that are visible from the street or surrounding residential properties. The Shade Hotel was also determined not to increase the existing level of glare or light because it is replacing an existing structure. Therefore, project design and RBMC requirements will ensure that any off-site incremental increases in ambient lighting are minimized so the perceptible effects on nighttime views or on adjacent properties is less than significant. As such, current or pending development projects immediately adjacent to the project site would not, together with the proposed project, result in cumulative impacts related to lighting. As a result, cumulative artificial light impacts (Impact AES-3) would be less than significant.

With regard to glare, development and associated parking areas that contain reflective materials such as glass and highly polished surfaces can cause glare. The existing sources of daytime glare on the project site is from façade windows, car mirrors and windshields (mostly from the large surface parking lot that makes up the majority of the northern portion of the project site and from the upper level of the Pier Parking Structure in the southern portion of the project site), and the water (which has a transitory glare condition from certain perspectives during the day). Architecturally, the proposed project does not propose unusually or highly reflective materials or lighting that could create glare. Moreover, it is anticipated that future development within the vicinity of the project site would be subject to discretionary review to ensure that building materials to be utilized would not create significant glare impacts. There are no current or pending development projects immediately adjacent to the project site that would, together with the proposed project, result in cumulative impacts to glare. Therefore, cumulative impacts related to light and glare would be less than significant.

As described above, implementation of the proposed project would not result in a cumulatively considerable contribution to impacts relative to: a substantial adverse effect on a designated local valued view (visual quality); a substantial degradation of the existing visual character or quality of the site and its surroundings (visual character); or the creation of a new source of substantial light or glare that would adversely affect day or nighttime views in the area (light and glare).

Cumulative Mitigation Measures

No mitigation is required.

Cumulative Residual Impacts

Impacts would be less than significant.

3.1.5.1 Summary of Impact Determinations

The following Table 3.1-1 summarizes the impact determinations of the proposed project in addition to adopted growth projections (i.e., potential cumulative impacts), related to aesthetics and visual resources, as described in the detailed discussion above.

Table 3.1-1: Summary Matrix of Potential Impacts and Mitigation Measures for Aesthetics and Visual Resources Associated with the Proposed Project and Cumulative Growth

Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
AES-1: The proposed project would not have a substantial adverse effect on a designated local valued view available to the general public	Proposed Project: Less than significant	Proposed Project: No mitigation is required	Proposed Project: Less than significant
	Cumulative: Less than significant (no cumulatively considerable contribution)	Cumulative: No mitigation is required	Cumulative: Less than significant (not cumulatively considerable)
AES-2: The proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings	Proposed Project: Less than significant	Proposed Project: No mitigation is required	Proposed Project: Less than significant
	Cumulative: Less than significant (no cumulatively considerable contribution)	Cumulative: No mitigation is required	Cumulative: Less than significant (not cumulatively considerable)
AES-3: The proposed project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area	Proposed Project: Less than significant	Proposed Project: No mitigation is required	Proposed Project: Less than significant
	Cumulative: Less than significant (no cumulatively considerable contribution)	Cumulative: No mitigation is required	Cumulative: Less than significant (not cumulatively considerable)

3.1.5.2 Summary of Mitigation Measures

In the absence of significant impacts, mitigation measures are not required.

3.1.6 Significant Unavoidable Impacts

No significant unavoidable impacts to aesthetics and visual resources would occur as a result of construction or operation of the proposed project.

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